THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ AUGUST 26 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

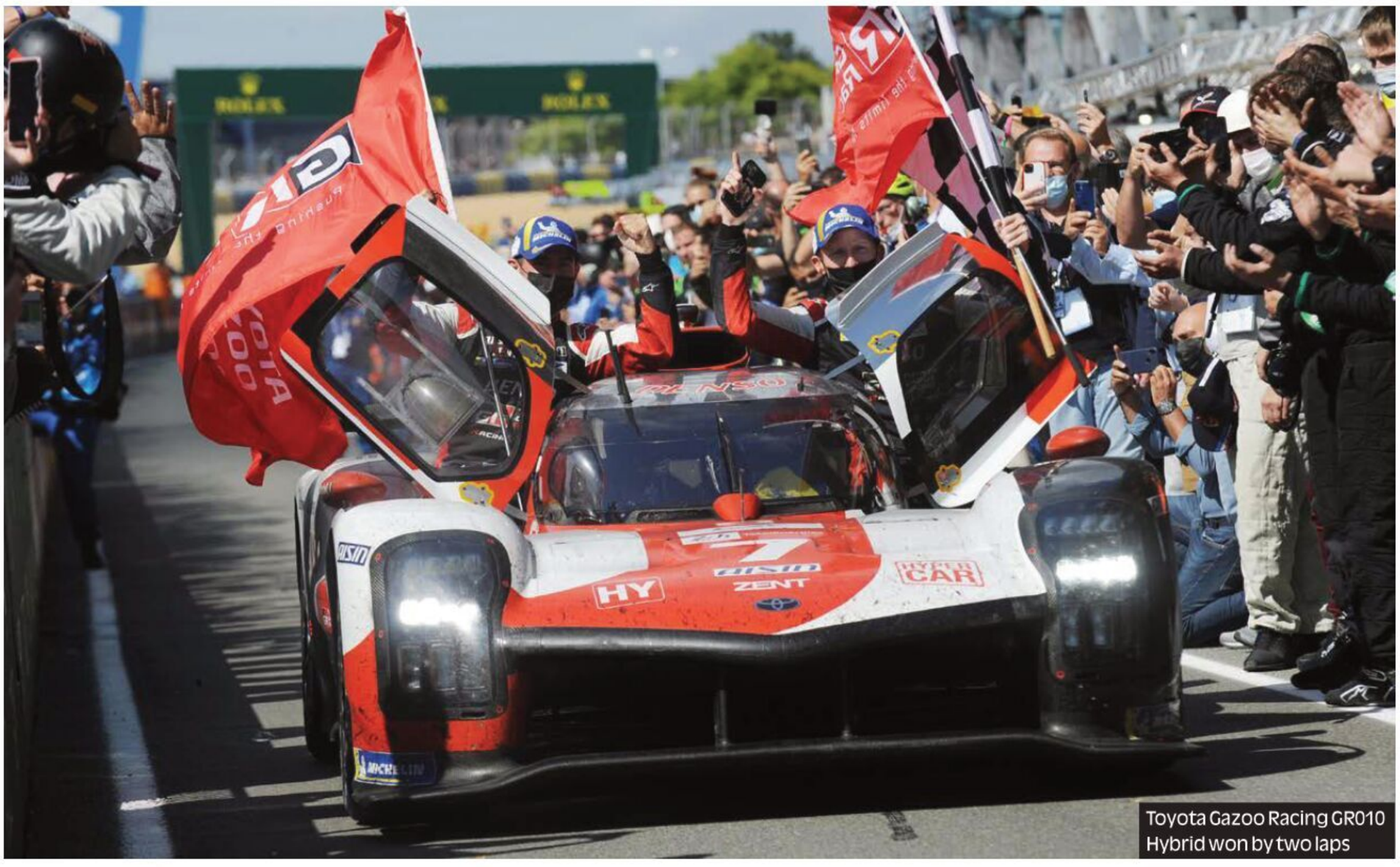
EXCLUSIVE INTERVIEW

KARUN CHANDHOK

The racer and pundit tackles a fresh challenge: the MN readers' questions p20

Blue riband victory at last in the French classic for home-grown talent

BRITISH ACE CONWAY SPEARHEADS FOURTH LE MANS WIN FOR TOYOTA



Toyota Gazoo Racing GR010 Hybrid won by two laps

Dream result: the winning crew

By Matt James

Le Mans winner Mike Conway says he feared he would lose his shot at overall glory at Le Mans when his Toyota developed a fuel pressure problem.

The GR010 Hybrid machine, which he shared with Kamui Kobayashi and Jose Maria Lopez, was slowed by a similar problem that had afflicted the sister car of Kazuki Nakajima, Brendon Hartley and Sebastien Buemi.

The issue hit the leading Hypercar-class machine with six hours to go and the leading crew slowed its pace and shortened its run between pitstops. Kobayashi brought the car home two laps ahead of the second Toyota.

Conway, who had four previous podiums at Le Mans before winning outright, said: "It was a hard race. We knew we had an issue on the car for the last six hours and that could have been a really big problem, but the team came up with a solution to keep us going. All credit to them for getting a 1-2 finish. It is really special in the circumstances."

Full story, p5
Race report, P28

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

INSIGHT

WHY GROUP A RALLY CARS ARE ALL THE RAGE

We look at the burgeoning scene for retro cars p18

FEATURE

GREATEST OF FRIENDS AND RACE RIVALS

Richard Dutton and Neil Brown's historic adventures p30

KELSEY media
9 770027 226295 34
£3.99

EXPERIENCE THRILLING LIVE EVENTS!

FORD FAIR

SUNDAY 8TH AUGUST 2021

SILVERSTONE CIRCUIT

WWW.FORDFAIR.CO.UK

mountune fordfair
EUROPE'S BIGGEST & BEST FORD FESTIVAL

JAPFEST

SATURDAY 4TH SEPTEMBER 2021

SILVERSTONE CIRCUIT

WWW.JAPFEST.CO.UK

SILVERSTONE JAPFEST POWERED BY TURBOZENTRUM

TRAX

SUNDAY 3RD OCTOBER 2021

SILVERSTONE CIRCUIT

WWW.TRAXSHOWS.CO.UK

TRAX
THE ULTIMATE PERFORMANCE CAR EVENT

BOOK NOW!

*Booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change. For entry ticket closing dates, please see individual websites. Warning motorsport can be dangerous.

FAST car entertainment

COMMENT

Photo: Toyota Gazoo Racing, Motorsport Images, FIA ERC, Howie Fowler

Formation flying: The Toyotas were in tandem at the start – and the end – at Le Mans

CONWAY LANDS THE BIG ONE

Briton Mike Conway turned 38 in the days leading up to the Le Mans 24 Hour race. Three days later, he awarded himself the birthday present he has been chasing for seven years: overall victory in the Le Mans 24 Hours.

Along with Kamui Kobayashi and Jose Maria Lopez, he opened a new chapter at La Sarthe when he brought the GR010 to the finishing line some two laps ahead of the sister hybrid machine of Sebastien Buemi, Brendon Hartley and Kazuki Nakajima. For Conway, it was his fifth podium in the race and he has now finally conquered it. The 2019-2020 World Endurance Championship title winner really only had one box left to tick during his time with Toyota and now he has done it. Conway's name might not be known by the man on the street, but he truly is one of the great talents that this country has produced.

All five of the cars entered in the Hypercar class finished, and they occupied the top five positions at the flag.

Lapping some four seconds faster than the leading LMP2 machines, it seems this new vision for Le Mans from the rulemakers, the Automobile Club de l'Ouest, has hit the right notes on its maiden outing. The demands of the French classic are more arduous than any other long-distance race and the real proof of the validity of any rule switch can only really be given when the cars go twice around the clock in the middle of France. They have been a hit, and that was crucial because any manufacturer sitting on the edge of a decision as to whether to sign off a top-level sportscar programme would have had their eyes firmly fixed on this year's edition of the race. The future does indeed look bright.

Also in this issue, the man in the Q&A spotlight is Karun Chandhok, a man who happens to be one of the nicest blokes you could hope to meet in the paddock. James Roberts posed your questions to Chandhok, and they both took a stroll down a British F3-themed memory lane. The Indian racer and pundit also gives his views on modern-take F1, including his take on the Lewis Hamilton and Max Verstappen shunt at Silverstone recently. As ever, Chandhok's opinions are well thought through and they deliver a level of expertise that he has become known for.

Nick Garton looks at the growing impetus for Group A cars in historic rallying and discovers that some of the machines are now the hidden gems of retro motorsport. That is a theme that will only continue to grow.

Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk

MOTORSPORT NEWS

ISSUE MJ3297 AUGUST 26 2021

IN THIS ISSUE

F1 calendar faces another shake-up

Axe falls on Japanese Grand Prix amid health pandemic

Barum Rally Zlin's birthday

Why the Czech event is such a gem of the European Rally roster

P18 How Group A is being revived

Rallying's forgotten star cars are becoming all the rage

P20 Readers' Q&A: Karun Chandhok

Indian trailblazer talks us through his varied career and his views on the challenges of modern-day Formula 1

News: Racing	4
News: Rallying	9
Column: Jonathan Browne	13
Feature: Barum Rally Zlin	14
News: Historics	15
Report: World RX Sweden	16
Feature: BTCC at half term	17
Feature: Group A's revival	18
Q&A: Karun Chandhok	20
Report: Le Mans 24 Hours	28
Feature: Dutton and Brown	30
Reports: National Racing	33
What's on/readers photos	35

Friends united: Richard Dutton and Neil Brown

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

Advertising enquiries: 01732 446757

RACING NEWS

Photos: Motorsport Images

Suzuka will not host a GP in the '21 season

UNCERTAINTY OVER THE F1 RUN-IN AS JAPANESE GP FALLS UNDER THE HEALTH AXE

Scramble to rearrange the tail end of the calendar to maintain 23-race schedule

By Matt James

Further question marks have been put on the Formula 1 calendar for 2021 with the cancellation of the Japanese Grand Prix, which had been due to take place on October 10.

The Suzuka event has been axed as the government stepped in to halt the event due to the increasing number of Covid cases in the country.

Grands prix in China, Canada, Singapore and Australia have all been scrapped for 2021, which means the 12-race run in for the World championship is facing increasing uncertainty.

There is also a threat to the proposed Turkish Grand Prix, due to take place on October 3 as a replacement for the Singapore race, as that country is on the red list for restricted travel.

Formula 1 bosses are hopeful that a solution can be found to make sure that this season's grand prix roster remains at 23 races.

There is the potential for a race in Qatar, while another option is a return to Bahrain for a second GP, as happened in 2020.

A statement from Formula 1 read: "The decision has been taken by the Japanese government to cancel the race this season due to ongoing complexities of the pandemic. Formula 1 is working on the details of the revised calendar and will announce the final details in the coming weeks."

"Formula 1 has proven this year, and in 2020, that we can adapt and find solutions to the ongoing uncertainties and is excited by the level of interest in locations to host Formula 1 events this year and beyond."

Merc won the Formula E titles

MERCEDES CONFIRMS FORMULA E EXIT BUT TEAM COULD REMAIN

Mercedes has confirmed that it will quit Formula E just a week after claiming the drivers' and teams' titles for the 2020-2021 season

Nyck de Vries wrapped up the crown at the Tempelhof circuit in Berlin on August 15, while he and team-mate Stoffel Vandoorne helped the German firm seal the teams' silverware ahead of Jaguar Racing.

Mercedes has said it will now put its focus on the electrification of its road-going car range rather than contest the fully electric single-seater category.

A statement read: "As part of the new strategic direction, the brand has deliberately chosen to shift resources for this accelerated ramp-up of electrification, including the development of three electric-only architectures to be launched in 2025.

"Therefore, Mercedes will reallocate resource away from its FIA Formula E World championship programme and towards applying the lessons learned in competition to product development in series."

While the team has joined Audi and BMW in reversing out of the category, there are rumours that the Mercedes operation could continue in independent hands, and Merc's racing boss Toto Wolff has been tipped as a possible private investor. Merc's Formula E team principal Ian James said: "Although Mercedes has decided to leave, we recognise the value of Formula E; therefore we will be exploring the best options for the team to continue."

Wolff has expressed a desire to keep the team together too. He said: "We have a team that is fully functional. We have also a certain degree of responsibility towards the team and the series."

MACAU SHOWPIECES AXED ONCE MORE FOR 2021

The GT World Cup and Formula 3 Macau Grand Prix will not take place this season due to strict quarantine restrictions in region.

The international elements of the famous street race were cancelled last year due to the pandemic and local races were run instead. It had been hoped that limitations would be eased in time for the 2021 clashes, which were due to take place from November 17-21.

The statement said: "With the majority of competitors taking part in the FIA events coming from outside the region, this presents the drivers, teams and suppliers with conditions that are difficult to comply with.

"As a result, the FIA Formula 3 World Cup and FIA GT World Cup will not take place in 2021, with the aim of returning next year."

Red flag for Macau this season

Graham Stoker has an FIA vision

STOKER SETS OUT HIS VISION FOR THE FIA'S FUTURE

Graham Stoker, the Briton who has put himself forward as an FIA presidential candidate to take over from Jean Todt, has launched his manifesto under the title 'FIA For All'.

He will headline his campaign with Tom Kristensen put forward as the deputy president for sport.

Among the thrust of his pledges are to open up new entry-level categories and working with universities to ramp up engineering capabilities. He will also encourage the FIA's desire to see more women in motorsport and open up diversity and inclusion.

Stoker, who is currently the deputy to Todt, said: "I'm delighted to present this comprehensive vision for the future of motorsport worldwide. We want to build on the strong work of the FIA over the last 12 years and create a sport that is truly progressive, representing all nations and open to anyone that wants to get involved, regardless of background or finances.

"This is the first opportunity to work with my impressive deputy president for sport candidate Tom Kristensen and we will be using our deep experience at all levels of motorsport to implement these ideas worldwide."

ALPINE TO INCLUDE ALONSO IN SPORTSCAR PLAN

Fernando Alonso would be an ideal fit to return to sportscar racing with the Alpine team if the French firm decides to enter the new Hypercar arena, according to the team boss.

Although managing director Laurent Rossi thinks that the two-time F1 World title-winning Spaniard could be at the forefront of a new Hypercar should its current evaluation lead to it building a machine for the class, he has said the driver would not run the programme in parallel with grand prix racing.

Rossi said: "[Alonso] is one of the biggest ambassadors of the Renault group in motorsports and it would only be natural for us to carry on beyond F1, God knows when beyond F1 means for him. If we do endurance [racing] in the future it would be ideal at some point to have him in the team."

The current Alpine A480 LMP1 car would effectively be outlawed in 2022, meaning the firm would look at all options to continue in the long-distance arena.

Rossi added: "[A new car] could be LMH, it could be [the LMP2-based hybrid] LMDh: I am looking at it with a very positive, keen eye. I'm not going to go into too many details because there are elements to the decision and I don't want to give too much away."

Alpine is eyeing a return to Le Mans

LE MANS WINNER TOYOTA HELD ITS NERVE TO OVERCOME MECHANICAL PROBLEMS

Fuel system issues meant that both Japanese cars limped to the finish at La Sarthe

Photo: Motorsport Images, Toyota Gazoo Racing

Number 7 car held on to win

By Matt James

The boss of the Toyota sportscar team has paid tribute to all his drivers after a fuel problem threatened to rob the Japanese manufacturer of a 1-2 finish in the Le Mans 24 Hours last weekend.

The winning car of Mike Conway, Jose Maria Lopez and Kamui Kobayashi was forced to shorten its race stints after a fuel system problem, which had earlier slowed the sister car of Kazuki Nakajima, Brendon Hartley and Sebastien Buemi.

Hisatake Murata, Toyota's team president, said it was only the mechanical sympathy of the six drivers that helped the firm achieve its fourth Le Mans victory and score a 1-2 finish with the GR010 Hybrid machines at the dawn of the new Hypercar era.

He said: "This was a very hard race and a real team victory, in difficult circumstances.

We asked a lot of our drivers and I am amazed by their skills to implement our solution without any time loss.

"It was a true team effort; we never gave up and the whole team tried everything to achieve the victory."

Winner Conway said: "This race is never easy. Even if you are out on your own at the front, anything can happen. I want to thank my team-mates for their mega stints and hard work all the time, plus the team in Cologne and Japan for their support and hard work that made this possible. We can enjoy it now because a weight is lifted off us."

The five entries in the new-for-2021 Hypercar class filled the top five position at the end of the twice-around-the-clock race. Behind the Toyotas, Alpine also made the rostrum while the two Glickenhaus Hypercars were fourth and fifth, but were four and seven laps behind the winning car respectively.

LM GTE Pro will be axed

LE MANS TO SWAP TO SIMPLIFIED GT CLASS MACHINES

The GT classes of Le Mans will switch to GT3-based machines from 2024 in an effort to galvanise numbers in the division.

The race organisers, the Automobile Club de L'Ouest, operated a LM GTE Pro division and an LM GTE Am class and these will remain for 2022 and 2023 before the switch is made. The GT3 cars, which form the basis of many of GT racing's blue riband long-distance events such as the Spa 24 Hours and the Nurburging 24 Hours, will then be brought on stream in the World Endurance Championship. The switch will also bring Le Mans into line with American's IMSA sanctioning body, which will switch to a GT3-derived GT Daytona Pro class in 2022.

It is unclear whether the Pro division, which is the prime focus for many factory teams, will remain. Some of those marques which would regularly race in the GT Pro division have set out plans to evaluate the new top-flight Hypercar class, leaving the GT situation more uncertain still. FIA Endurance Commission president Richard Mille said. "GT is always an important perimeter for the ACO and FIA."

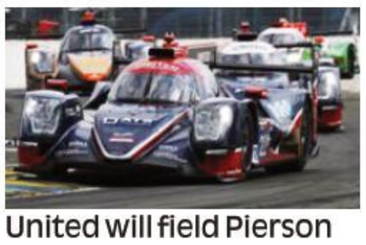
RACER, 16, TARGETS LE MANS RECORD WITH 2022 ENTRY

An American teenager is hoping to become the youngest driver ever to contest the Le Mans 24 Hours next year.

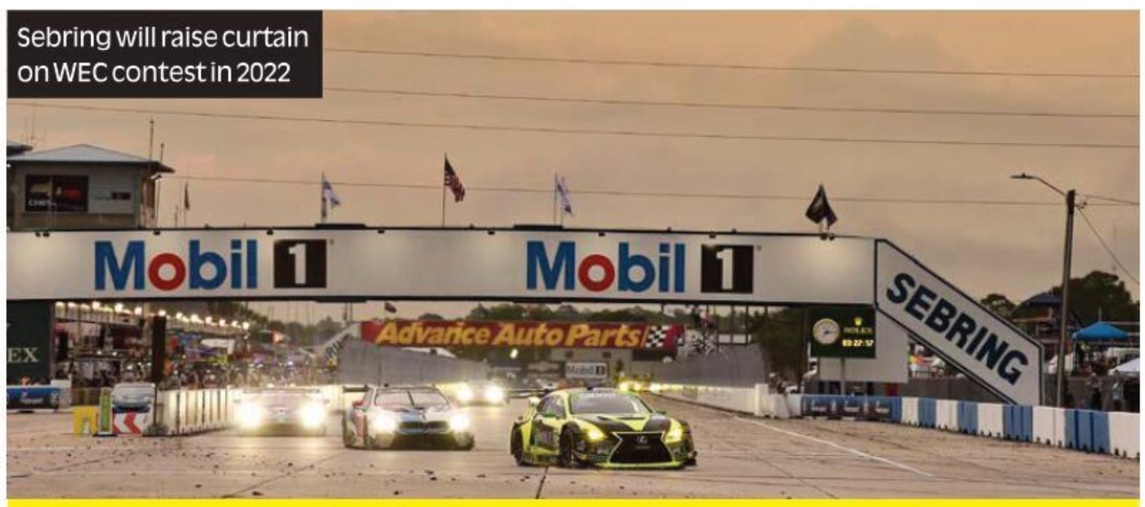
Josh Pierson, who is still 15 and is racing in the USF2000 single-seater championship, is aiming to make selected outings in the IMSA SportsCar Championship in the US to prepare for the step unto the World Endurance Championship in a United Autosports LMP2 Oreca next season. Pierson, who started his karting career aged four, has already tested for United Autosports in May as well as undertaking some sportscar test runs in the USA.

United Autosports boss Richard Dean said: "We set out a proper test programme: long runs, double stints, pit-ins and pit-outs, and there wasn't a single thing he didn't pick up instantly."

Pierson said: "I think [WEC] is one of the best series in the world. I have grown up watching it and it's something I wanted to do."



United will field Pierson



Sebring will raise curtain on WEC contest in 2022

SEBRING START FOR WEC RUNNERS IN 2022 CALENDAR

The 2022 World Endurance Championship will run over a single season and will kick-off with a 1000-mile race at Sebring in Florida in March – but the category will not visit the UK.

Organisers have axed the plan to run the category over the latter part of one year and the start of the following one so that Le Mans is the centrepiece of the title run-in. This format was last used in 2019-2020, but Covid complications led to that plan being severely amended and, for 2022, it will return to a traditional schedule.

Silverstone, which opened the 2019-2020 campaign with a four-hour race, is not on the new list that contains six rounds.

WEC boss Frederic Lequien: "Our aim was to create both a global and cost-effective package in what has been a difficult past 18 months for our manufacturers and teams. With the 2022 calendar, we have achieved the perfect blend of classic race tracks and endurance racing heritage.

"We are confident that the season 10 schedule will be popular with both competitors and fans alike."

CALENDAR

World Endurance Championship 2022

DATE	VENUE
March 18	Sebring, USA
May 7	Spa, Belgium
June 11-12	Le Mans, France
July 10	Monza, Italy
Sept 11	Fuji, Japan
Nov 12	Sakhir, Bahrain

HYDROGEN CARS TIPPED TO RUN AT THE FRONT OF THE LE MANS PACK

The new class for hydrogen cars will enable entrants to battle for overall glory at Le Mans, according to the race organisers.

The Automobile Club de l'Ouest has confirmed that the new class will be introduced in 2025, one year after the planned debut as a result of delays due to Covid issues. It is hoped that three manufacturers from the eight who are in talks about the new class will run the hydrogen machines.

The cars will be a spec chassis and electric powertrain from the GreenGT group. TotalEngergies is developing a fuel for the machines. The individual manufacturers, who will be allowed to race on an invitational basis to start with, will have the freedom to develop their own fuel cells.

ACO president Pierre Fillon said: "With the regulations it will be possible [for the cars to challenge for an outright win] on paper. Maybe they will need one more year."

The GreenGT test mule, which is based on an LMP3 chassis, has conducted 500km of testing. Test drivers for the machine, which will take part in free practice of the final two rounds of the Le Mans Cup this season, are Stephane Richelmi, Stoffel Vandoorne and Norman Nato.

The Hydrogen machine will get more development in 2021

Advertising enquiries: 01732 446757

RACING NEWS

Photos: Jakob Ebrey, Formula Regional Europe, Motorsport Images

New GB3 car has side mounted air intake

ICONIC LOOK FOR UPGRADED 2022 GB3 CHAMPIONSHIP CHASSIS

The new car features a side-mounted intake reminiscent of British F3 halcyon days

By Graham Keilloh

The GB3 championship has unveiled its new Tatuus MSV-022 chassis for 2022 onwards with a halo plus an iconic side-mounted air intake among its performance and safety upgrades.

The completely new chassis from the rebranded BRDC British Formula 3 contest's existing Tatuus partner has a revised roll hoop and airbox with a side intake reminiscent of cars in British F3's famous previous iteration.

The MSV-022's downforce is "increased significantly over the current car" while the two-litre Mountune engine gets a 20bhp upgrade, producing over 250bhp.

All teams are set to have at least two complete upgrade kits by Christmas, but component carry-over also means testing with current cars will still be meaningful.

Jonathan Palmer, chief executive of GB3 organiser MotorSport Vision, said: "The [upgrade] will ensure that the series strengthens its position as the UK's leading single-seater championship.

"[Tatuus has] again produced an exceptional cost-effective upgrade that meets current safety requirements, while [retaining our] reliability and parity."

Competitors have expressed support, for the upgrade with Carlin team principal Trevor Carlin stating: "We're chuffed to bits. It's a fantastic formula that we've currently got, but what we were all very conscious of was the safety aspect. With the power upgrade and the styling, it takes me back to my old days when I first started running F3 cars, it's really cool."

Hakkinen took '90 British F3 title

PARKER PORSCHE PAIR RACE AT LE MANS

British GT champion Nick Jones claimed fifth place in Le Mans support

A pair of Team Parker Racing Porsches raced on the Circuit de la Sarthe during the Le Mans 24-Hour weekend after being invited into the special all-amateur Sprint Challenge France.

The 45-minute support race on the event's Saturday morning was made up of 55 Porsche 911 GT3 R or 911 GT3 cup machines, and featured only amateur drivers for the first time on a circuit usually reserved for professionals or semi-professionals.

The 2018 British GT Pro-Am champion Nick Jones raced in his Porsche 911 GT3 R that he also races in British GT, and he finished fifth just 4.1 seconds off the win after qualifying fourth.

While Justin Armstrong competed in the Porsche 911 GT3 Cup that he competes with in Porsche Carrera Cup GB and finished 26th. Armstrong claimed his first Carrera Cup Am class win last month at Oulton Park as well as took GTC class victory at British GT's blue-riband Silverstone 500 round late last year.

Team principal Stuart Parker said: "It was a welcome surprise to get the call from Porsche inviting us to enter the Sprint Challenge France race at Le Mans and one which we didn't hesitate to say yes to. It is a long-term goal of the team to compete in the 24 Hours, so to be able compete at the event this year will be a special one for us all."

PATTERSON SEEKS MORE FREC AFTER STRONG DEBUT

Dexter Patterson is hopeful of completing more Formula Regional European championship rounds after an impressive category debut last month at Spa following his GB3 switch.

The 18-year-old raced in GB3 this year with Douglas Motorsport before switching to FREC for its Spa round last month with Monolite Racing, where he finished seventh in race two.

Patterson told MN: "It's just budget depending, if we can try to get to one of those two [upcoming rounds] it would be good. But we're waiting and seeing what we can sort out.

He added he's unlikely to race more in the rebranded British F3 contest. "At the moment I don't think so," Patterson said, "if we're going to do anything it's more [FREC]. The budget ran out to do British F3 and we said OK let's go and try something else, give this a shot at Spa, see what it's like. We were quite pleased with how it went so we'll try to see if we can do more of that. The standout race was the last one, we finished P7 and second rookie out of a big grid: first time in the car and first time at the track."

Teenager impressed first time out in FREC at Spa

ALBERT SET FOR MORE RACING AFTER GT CUP COMEBACK

British GT title-contender Jordan Albert is hopeful of establishing a full-time racing programme after his comeback GT Cup meeting at Silverstone 10 days ago.

Albert fought for 2020's British GT4 title before withdrawing amid sponsor issues. He was back racing for the first time since at Silverstone driving a Fox Motorsport McLaren 520S alongside Britcar champion Tim Docker, who Albert has been coaching at iZone Performance, and they took a class podium in race four.

Albert told Motorsport News: "I've been sat on the bench for a little bit of time, but that's a very common case in the sport for guys like me. All you've got to do is be ready for when your time arrives to perform.

"I was straight up to speed again without driving all year. I've got a good strength of getting up to speed very quickly in any car. I'm going to be working towards being in a race car every single weekend, that's what I want to be doing.

"With Tim we're planning on continuing our racing together in the McLaren and planning on continuing with Fox as well for more GT Cup. Finishing third was great but we do want to challenge for the win."

Albert looks for more

Hockey man in racing switch

FOSTER JOINS BALFE DRIVER PROGRAMME

Ex-hockey player and coach David Foster is looking at racing options for 2022 after joining GT team Balfe Motorsport's testing and development programme.

A knee injury ended Foster's high-level hockey career aged 27; he then coached in hockey for almost a decade before turning to motorsport. He built trackday experience in a BMW 116 Trophy car and a Porsche Cayman GT4 car, before purchasing a McLaren 520S GT4 that he intends to race.

The 37-year-old said: "I am looking to race in championships that are very much at the beginner level. So I am looking at MSVR All-Comers later in the year and maybe in the Classic Sports Car Club's Slicks Series. I've always said that I have to be good enough – I'm not interested in racing around and looking like a twit."

Photos: Jakob Ebrey

Kart race held in memory of racer Cunningham

Racers will battle for the two inaugural trophies

STARS JOIN BRABHAM IN THRUXTON CHARITY KART RACE TO FIGHT MND

Public welcome to watch stars from Formula E to Formula Ford compete in two-hour charity karting event to honour Williams and Cunningham

By Graham Keilloh

Sam Bird, Jake Hill and Rob Collard are among the stars joining Le Mans winner David Brabham to race in the Karting4MND charity race today (Thursday) at Thruxton Kart Centre.

Eighteen multi-driver teams will battle in the two-hour race to raise money for the Motor Neurone Disease Association. The event is held in honour of MND sufferer Gideon Williams and in the memory of sportscar and Formula Ford racer Neil Cunningham.

Karting4MND is hosted by Williams' brother Bill and his friend Brabham and is the first Racing4Charity event in a decade. The public can spectate in exchange for a donation and pre-registering at karting4mnd.eventbrite.co.uk. Practice and qualifying starts at 1700hrs and the race at 1800hrs.

The winning team gets the Gideon Williams Trophy, made from the helmet Williams used when he last raced, while the fastest driver gets the Neil Cunningham Trophy crafted from surplus kart parts.

Current GB3 racers Ayrton Simmons, Roberto Faria, Sebastian Alvarez and Bart Horsten plus coordinator Carly Latcham make up a GB3 squad, while Collard races with sons Ricky and Jordan. Brookspeed, the team that took Cunningham to Le Mans, also competes.

Bill Williams said: "We have been blown away by the support and now look forward to a fantastic evening of racing for a very good cause. We urge as many people as possible to come down and join the fun and fundraising drive."

You can donate via the Karting4MND JustGiving page: justgiving.com/fundraising/bill-williams2 or you can text MNDKART to 70085 to donate £5, MNDKART10 to donate £10 and MNDKART20 for £20.

Novice racer Savage was thankful for CityCar Cup's safety

SAVAGE COMPLIMENTS CITYCAR CUP SAFETY

Paul Savage has paid tribute to the CityCar Cup's safety arrangements after he walked away from a sizeable accident in the second Oulton Park race 10 days ago.

Savage is taking part in his first full year of motorsport in the British Racing and Sports Car Club's new budget entry-level tin-top championship.

He told Motorsport News: "I'm very lucky that the cars are really well built, the safety equipment is there, everybody does a superb job."

Savage also complimented Oulton's marshals as well as other officials: "In a time in motorsport that the marshals deserve all the credit that they can get, those guys were super quick, professional, the medical team was excellent and also the championship coordinators and everybody at BRSCC have been very helpful, making sure I was OK and getting me back into the championship."

Savage intends to be back racing at the next CityCar Cup round at Croft early next month: "The great thing about this championship is you can go and buy another bodyshell for £600, transfer all the parts, make sure that they're installed correctly, and I'm going to be racing at Croft on September 4.

"I joined [CityCar Cup] to learn; I've learned from this weekend. It was an unpleasant experience but it was my fault."

AMOC RACE MEETINGS CANCELLED

The British Racing and Sports Car Club-run Aston Martin Owners Club meeting at Mallory Park planned for this Saturday, August 28, has been cancelled due to low entry numbers.

The two clubs said that the number would expose them to potential financial loses, and they have also cancelled their planned October 9 Silverstone meeting to avoid future potential financial exposure. They added that for 2022 there will be a "thorough review" to ensure viable AMOC meetings.

BRSCC and AMOC said: "We are extremely disappointed but unfortunately the BRSCC and AMOC are not in the same position as many other member clubs and cannot run race meetings without the pre-determined subscriptions to ensure they are financially viable. The venue is also keen to attract spectators and a poorly performing race meeting deters many marshals and spectators alike.

"AMOC and BRSCC are already planning their next race meeting at Formula Ford Festival at Brands Hatch on October 30-31 and are committed to continue to work together in 2022."

Competitors in the Northern and Super Classic Formula Ford championship, that was due also to race at the Mallory meeting, have been invited to join invitational classes on the National Formula Ford grid at Oulton Park's September 11-12 British GT meeting as non-championship rounds.

A "thorough review" to ensure viable AMOC meetings is promised

IN BRIEF

Virtual reality

Two-time Formula 1 eSports champion Brendon Leigh returned to real-life racing last Saturday with Kevin Mills Racing at the Formula Ford 1600 Champion of Brands meeting. Motorsport News recently reported that Leigh was testing with the team with a view to a return to real-life competition (*see MN, August 5*).

Turner prize

Three-time Le Mans 24 Hour winner Darren Turner is to star in a British Racing and Sports Car Club 'An evening with...' event on Thursday, September 9 at 1900hrs, live-streamed free on BRSCC's Facebook page and YouTube channel. Motorsport News's David Addison will talk to Turner about various aspects of his racing career to date.

Rufino selected

Team Brazil Scholarship has selected Leo Rufino as its second finalist competing for a drive in this year's Formula Ford Festival. Rufino, 17, is a multiple karting champion who this year graduated to racing in cars, competing in the Marcas e Pilotos category taking four victories, as well as in the Copa Shell championship where he's taken his first podium.

Kirkistown open

Kirkistown circuit is welcoming the general public to spectate at this Saturday's 500MRCI meeting. Admission is £10 with accompanied under 16s admitted for free. It is the Northern Irish circuit's second car racing meeting this year to admit spectators and the first to do so with advertising. Prior to that only members were admitted.

Hart's beat

Lucy Hart has been appointed as the BARC Connaught Speed Championship's coordinator, after the planned departure of Bob Adams. Hart has been Caterham Motorsport's championship coordinator as well as Shelsley Walsh's competition secretary and secretary of the meeting. She said: "I'm sure that together we can make this championship even more enjoyable for competitors and everyone else involved."

Crees steps down

Michael Crees has been replaced in Parker Revs Motorsport's Porsche Supercup line-up at the Hungaroring earlier this month and for the remainder of this season by fellow Briton Garry Findlay. This was after the cancellation of the Silverstone round meant the ex-British Touring Car Championship driver's partners couldn't fully activate their plans for this year.

BERNARD COTTRELL FUNERAL CONFIRMED

The funeral arrangements for popular race official Bernard Cottrell have been confirmed.

Following a private funeral there will be a wake and celebration of Cottrell's life held at the Kentagon at Brands Hatch circuit from 1100hrs next Monday, August 30, to which all are welcome. The senior race official and clerk of the course passed away aged 67 this month after a battle with leukaemia. His family has been overwhelmed by the support and kind messages that they have received at this difficult time.

Cottrell started as a marshal and became one of the UK's most well-known and respected race officials, holding a variety of senior roles. Tributes to Cottrell have been held throughout motorsport this month.

13 ISSUES FOR £13*

SAVING 75%

Motorsport is back! As the calendar fills up, Motorsport News will increase its issue size to keep up with all the latest from the sport

- ***Extra content***
- ***Extra value***
- ***Extra excitement***

EXCLUSIVE INTERVIEW
ALLAN McNISH
THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
JULY 8 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS
The sportscar maestro tackles the readers' questions P20
Rising British star hails effort of team after another grand prix podium finish
NORRIS: HOMEWORK HAS PAID OFF FOR McLAREN
Norris was right in the mix with Merc in Austria
Briton has high hopes for Silverstone
By Matt James
Lando Norris has credited the work done by his McLaren team as the young Briton stunned with his pace at the Red Bull Ring last weekend with another podium finish.
He started on the front row in Austria and battled on genuine pace with the Mercedes duo of Valtteri Bottas and Lewis Hamilton. He eventually finished third, and that was despite a five-second penalty for early-race contact with Red Bull's Sergio Perez. The race was won by Max Verstappen's Red Bull.
Norris said: "We did make a step forward and I think the car was definitely better and nicer to drive, both in qualifying and the longevity of a race. I think just the conditions also helped and our approach to the strategy was a little bit different this weekend compared to the last one after doing our homework and learning from a few things to try to improve on."
Norris's next race will be in front of a packed house at Silverstone on July 18.
P1report, page four
REPORT
DOUBLE TOP DOES TRICK FOR KELLY
Fiesta man wraps up Mid Circuit Rally title P28
INSIGHT
SUPPORTING THE NEXT GENERATION
How the governing body is helping stars P18
£3.99
FREE INSIDE!
MAKE A DATE: THE MN NATIONAL RALLYING CALENDAR 2021

- *Motorsport News remains the go-to place for news, opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks up and down the country to bring you the very latest.*
- *The Motorsport News readers' questions section will be ramped up, with even more big names from across motor racing responding directly to the posers set by our community of readers.*
- *MN will continue to focus on all that is great about Great British motorsport – everything from the grassroots of the sport to the top-flight, it is all here. MN is, after all, the Voice of British Motorsport.*

VISIT SHOP.KELSEY.CO.UK/MTSJUL21P
OR CALL: 01959 543 747 AND QUOTE MTSJUL21P

HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

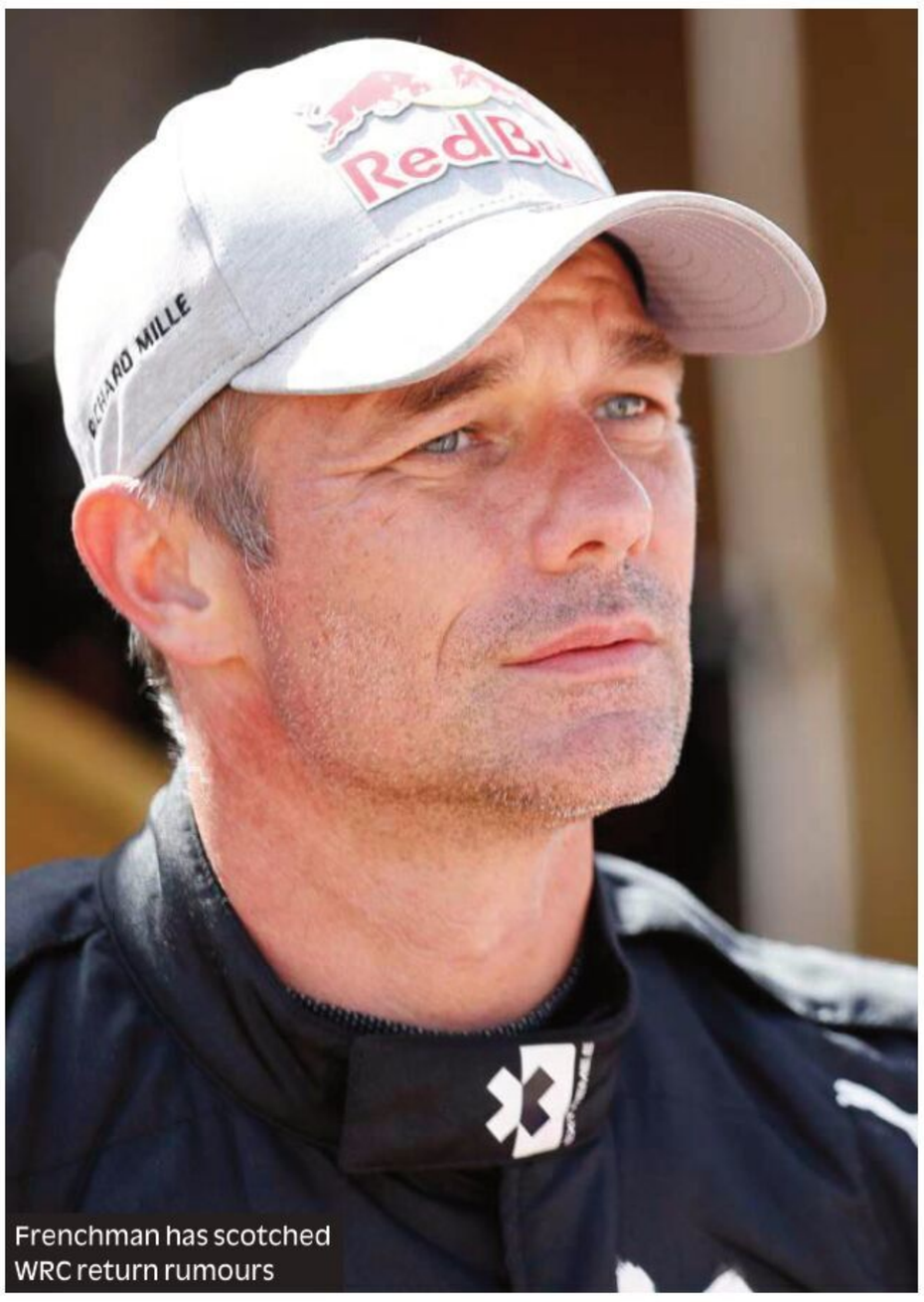
*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit.. Your subscription will start with the next available issue with your first 13 issues charged at just £13.00. Payments will continue to be taken at the low rate of £29.99 every 3 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

RALLY NEWS

Photo: Motorsport Images, mcklein-imagedatabase.com, M-Sport

LOEB PLAYS DOWN TALK OF A WORLD RALLY CHAMPIONSHIP RETURN

Frenchman admits talks with M-Sport but denies a deal is done for 2022



Frenchman has scotched WRC return rumours

By Graham Lister

Sebastien Loeb has played down reports of a World Rally Championship comeback.

The nine-time WRC title winner walked away from the series at the end of 2020 following the completion of his two-year Hyundai deal.

He's since concentrated on his cross-country programme with the Prodrive-run Bahrain Raid Xtreme team and Lewis Hamilton's X44 squad in Extreme E, which is also overseen by the Banbury outfit.

Speaking to Motorsportmagazine.com in response to recent coverage about his mooted return to the WRC in an M-Sport Ford Puma Rally1, Loeb said: "I don't know where [the articles] are coming out from. For sure it is true I spoke with Malcolm [Wilson] one month ago about the possibility eventually to come for one, two or three events but that is it.

"At the moment it was just a discussion like that and my priority at the moment is to concentrate on what I am doing: Extreme E and preparation for Dakar. Nothing is done and I don't know myself whether I will do WRC in the future or not. The media went too far with this story."

Loeb would nevertheless be tempted by the prospect of driving a hybrid-based Rally1 car and would be an extremely useful resource for M-Sport.

His eponymous team, Sebastien Loeb Racing, runs Hyundai's PURE ETCR effort, the all-electric touring car series, while his driving exploits means the 47-year-old remains 'rally' fit.

"It's a good move for the performance of the car," he told Motorsportmagazine.com. "With the 100kW hybrid on top of the WRC engine it will be very powerful and very fun to drive. Also, a bit more strategy because you will maybe have to manage a bit where you want to use it or not, because you will not have it full time. It can be something interesting."

Loeb has tackled Extreme E since ending WRC deal with Hyundai

Ogier: pleased with points

OGIER LOOKING AHEAD AS TITLE RACE HOTS UP

Sebastien Ogier believes Thierry Neuville drawing level with Elfyn Evans in the World Rally Championship standings can only help his own bid for an eighth WRC crown.

Ogier increased his title advantage by one point on the Ypres Rally, despite a final-day puncture ruling out a late podium challenge and restricting him to fifth place in the final order.

The factory Toyota star starts next month's Acropolis with a 38-point advantage over Welsh team-mate Evans and Hyundai driver Neuville, who scored his first WRC win this season in Belgium to move equal on points with Evans.

Speaking following his Ypres debut, Ogier said: "Even though the first two days were difficult, we were still fighting for the podium on Sunday.

"Unfortunately, a puncture at the start of the day, our second of the weekend, put paid to our hopes of taking third place. It's a pity because the speed when we pushed would have made that ultra-close fight really exciting.

"So with these issues and a bit of a lack of good fortune we finished in fifth place, but with a total of 14 points thanks to a good time in the powerstage.

"The first target was achieved, as our lead in the championship increased from 37 to 38 points over two adversaries now tying for second. That's not so bad and now we're going to put this rally behind us and focus on the next one.

"We'll be heading to Greece. I really love that country and it is part of the history of the WRC, so I'll be very happy to be there again."

Williams (left) will make a return

WILLIAMS BACK IN THE TOYOTA HOT SEAT ALONGSIDE KATSUTA

Keaton Williams has been handed a second outing alongside Takamoto Katsuta on next month's Acropolis Rally.

The Northern Irish co-driver was called up to deputise for Daniel Barritt on the Ypres Rally but the new partnership ended in a high-speed crash on the second stage of day two.

"This was a very difficult and demanding rally," said the Japanese driver, who was sixth at the time of the crash. "On Saturday I wanted to try and push a bit more in some sections to try and get a better feeling with the driving, but unfortunately we crashed in SS10. It was in a high-speed but narrow section near the start of the stage. There were some bumps and when the car landed in the compression I couldn't turn as easily and we went wide into the ditch.

"In this rally you can't make this kind of mistake. It was a big crash but we were both OK. I am very sorry for the team. It was a shame but it is part of the learning and I will try to come back stronger."

Barritt injured his back on Rally Estonia in mid-July but is expected to make a full recovery.

M-SPORT EXPANDS TO THREE CARS FOR ACROPOLIS RALLY

A third Ford Fiesta WRC will be entered under the M-Sport Ford World Rally Team banner on the Acropolis Rally – but the British team will be back to a two-car outfit only for Rally Finland.

Motorsport News understands plans to run Andreas Mikkelsen on the Jyvaskyla round as part of a trio of official manufacturers' championship entries have been canned following Adrien Fourmaux's car-wrecking crash on the Ypres Rally.

That will leave Gus Greensmith and Teemu Suninen as M-Sport's only official World Rally Car representatives when Rally Finland takes place from October 1-3, and scupper Mikkelsen's hopes of a return to the WRC's top level.

Meanwhile, Fourmaux will get his fifth try-out in a Fiesta WRC on the Acropolis alongside Greensmith with Suninen continuing in a Fiesta Rally2.

Greek driver Jourdan Serderidis will contest his home event in a third M-Sport Fiesta WRC, but won't be eligible for makes' points.

M-Sport will run three top-flight machines on the Acropolis Rally

GRYAZIN TO CHASE POINTS IN WRC2 FIESTA IN GREECE

Nikolay Gryazin will sample another type of Ford Fiesta when he contests the Acropolis Rally next month.

After being invited by M-Sport to test a Fiesta WRC ahead of Arctic Rally Finland in February, the Russian has been entered on the Greek World championship round in a Fiesta Rally2, when he will chase WRC2 points.

The 23-year-old is using the outing with a view of driving the car in next year's WRC2 championship.

Although Gryazin is entered under the Movistar banner, he wouldn't disclose details of the team running his Fiesta Rally2 on the Acropolis, which runs from September 9-12.

Advertising enquiries: 01732 446757

RALLY NEWS

YATES HAPPY TO PLAY THE LONG GAME IN BRC

British Rally Championship points leader happy to collect points in the 2021 title chase

Photos: Jakob Ebrey, Howie Fowler

Yates has his eyes on consistency

By Luke Barry

British Rally Championship leader Rhys Yates reckons "there's a bit of hype behind him" trying to take his first BRC event win, but he's happy to play the points game this season.

Yates moved into the series lead after the Grampian where he finished third, complementing a Joker-boosted second at Oulton Park and fourth place on the Nicky Grist Stages.

A pop-off valve hampered the M-Sport driver on the first pair of stages, but he battled back to finish third, edging Keith Cronin on the final stage.

"Points make prizes," Yates told MN, "I do want to be winning events, I don't want to be picking third but sometimes, like me going into the last two stages with Keith I thought 'I'm having these three extra points I can gain, I'm having this podium'. I felt like it's full attack on that last stage and we did end up pipping him."

Asked if he was frustrated not to have won a BRC event yet despite his strong form, Yates said: "I think there's a bit of hype behind me to start winning events, but at the same time I'm consistently driving well now, setting good stage times against experienced guys – Osian [Pryce], Matt [Edwards], Tom Cave, Matt Wilson, Keith Cronin; these guys there.

"I now get compared against those lads which is fine, but they've still got seven, eight years of experience on me in rallying. I shouldn't really be where I am with the limited time I've had. I want to be winning events but sometimes I take a step back after a rally and go 'you know what I'm happy with that' because of where I'd have been a few years ago."

PRYCE AIMS TO LEARN SECRETS FROM EDWARDS

Osian Pryce has praised his British Rally Championship team-mate Matt Edwards' ability to get on top of the Volkswagen Polo GTI R5 that they are both driving for the first time this season.

Competing for Melvyn Evans Motorsport, Pryce is one point adrift of the BRC points lead following the Grampian where he maintained his 100% podium-finishing record with second. Edwards meanwhile is 11 points behind Pryce, hampered by an engine issue on the Grampian that forced his retirement.

But reigning champion Edwards won the Nicky Grist Stages and has been marginally quicker than Pryce on the two gravel events so far. Pryce believes he's "got his car around the car a bit more" for the year's second half but thinks Edwards has adjusted to the VW quicker.

"It's just getting your head around it really, [and] I think that's where Matt's so good at what he does," Pryce told MN. "He spends a lot of time not necessarily driving but involved in tuition and car set-up for people where it gets his head in gear. That's why he's British champion. We're a little bit behind him working the car out but I sort of expect that anyway. I think I've got my head round it now, and hopefully we can put it into practice on the Trackrod."

Despite being "caught out" by the lack of grip in Scotland, Pryce is adamant he can "challenge for the win a bit more comfortably" next month and says he "can be quite positive" about his season so far.

"Considering we drove at quite a reduced pace in places, all of it really, I'll take second definitely," he said. "Not all a lost cause and only one point off the championship lead so can't really complain too much."

Pryce has been impressed by team-mate's speed in VW

Klausner was a flamboyant man behind the wheel

HISTORIC ACE CHRISTOF KLAUSNER KILLED IN ROAD SMASH

One of the most ebullient members of the international rally community, Christof Klausner, was killed in a road traffic accident in Austria this weekend.

The 46-year-old Austrian had been rallying in historic Audis since 2004, competing exclusively in historic Audis. Since building a Group 4 Audi quattro, Rallye Team Klausner had become one of the most popular rally outfits on social media thanks to its many videos of Klausner making his way through the stages on opposite lock, wreathed in tyre smoke on the asphalt of Rally Legend and the Eifel Rallye Festival among others.

The many videos of Klausner in action have drawn millions of viewers and the reception that he would receive from fans at the major European events was universally rapturous. Sadly, he was killed on Sunday morning while riding his motorbike near his hometown of Liezen. Motorsport News offers its sincere condolences to his family, friends and team.

RESTON FINISHED GRAMPIAN WITH FRACTURED ANKLE

Junior British Rally Championship contender Finlay Retson finished the recent Grampian Forest Rally with what turned out to be a fractured ankle.

Retson had been expected to perform well in Scotland given he had prior experience of the terrain, and he ended the first stage four seconds shy of the class lead. His rally turned on SS2 however when he tripped over on his ankle before the test, and then once underway, the ECU in his Ford Fiesta Rally4 overheated and cost him two minutes. The 21-year-old won two stages later on to prove what might have been, but a puncture on SS4 restricted him to sixth place.

"It was pretty painful but I think the adrenaline kept me going," Retson said of the injury.

"If it wasn't for the issues I'm sure we would have been challenging for a win, but we have to look at the season as a whole and realise this is another points score for us and that means I'm second in the championship with four rounds to go.

"I don't think we had luck on our side during the weekend and my ankle and puncture was the icing on the cake," he added. "Luckily the pain wasn't too bad until I got to the finish so hopefully, it will heal in time for the next rally. It's a long season so let's see what happens."

Reston battled through the pain barrier on Grampian Rally

BURTON

Fast mail order worldwide.
Order online.
www.burtonpower.com

Follow us on Facebook
for latest news

Europe's Leading Classic & Performance Ford Specialist

Order Online
Mobile and tablet friendly website

Easy Mail Order.
Just call us!

Showroom will re-open when Covid-19 restrictions are lifted. Mail Order in Operation.

www.burtonpower.com
- Secure online ordering
- Tuning guides
- Over 4000 product photos
- Flick-through e-catalogue

Tel: 0208 518 9126
- Open Monday - Saturday
- Over 100,000 parts in stock!
- Experienced staff

Showroom and Sales: 617-631 Eastern Avenue, Ilford, Essex IG2 6PN

Burton's Catalogue >>

Digital version also available on-line

Telephone or visit website for your copy!

RELIABLE HAULAGE SERVICES ACROSS THE UK AND EUROPE

At SG Haulage, we're a haulage company that is dedicated to providing an unbeatable haulage service at a fair price. We are Lincoln-based that can transport anything across the UK and Europe – from your cars and vehicles to heavy loads and containers.

- ***Family owned and run***
  We offer a personal and approachable service every time.
- ***25 Years Experience***
  Our drivers understand haulage like the back of their hands.
- ***Covers UK and Europe***

WE'RE ACCREDITED AND QUALIFIED ACROSS THE CONTINENT.

GET IN TOUCH

PHONE: 01522 702 443 EMAIL: INFO@SGHAULAGE.COM

WWW.SGHAULAGELTD.CO.UK

RALLY NEWS

VATANEN LAUNCHES DONEGAL EVENT

Ari was at launch

Ari Vatanen, the 1981 World Rally champion, helped officially launch this year's Donegal Harvest Rally, which is the second major post-Covid event scheduled to take place in Ireland, on Sunday, October 3, a fortnight after the Cork '20' International.

A shakedown stage and 56 miles of timed stages will be held with these linked by "short road sections", according to clerk of the course, Eamonn McCafferty.

"Donegal Motor Club has always been at the forefront of raising the bar in terms of safety," McCafferty added, "and we intend to implement all measures to ensure the rally runs safely."

The Harvest Rally is the first stage-based competition to happen in the county since the Termon-based Mini Stages in January 2020.

Vatanen said he will be "keenly watching" the Harvest Stages from home, adding: "I won the International Rally here in 1978 and I love the nature of the Irish roads, especially Donegal."

CHAMPION PRITCHARD EXCITED FOR ASPHALT FUTURE

Increased closed-road competition means Ford Focus driver expects the fight to be harder

Photos: JKG Rally Pics, Rally Gallery, Colin Casserley, William Neill

Pritchard: Ready for Mewla Rally

By Luke Barry

Reigning Asphalt Rally Championship champion Jason Pritchard believes the series is only going to get stronger due to the increased number of closed-road rallies in the UK.

This weekend's Mewla Rally on Epynt is one of just two events in the 2021 calendar not to be held on closed roads, with the Three Shires Stages, Pokerstars Rally and Tyrone Stages all contested on public roads. There are also plans for the Cheviot Stages to hold a closed-road stage.

"It's just the way motorsport's going, closed roads, I think the Asphalt Championship's just going to get bigger and bigger which is just what it's all about," Pritchard told Motorsport News. "You want competition at the end of the day."

Pritchard is one of several leading contenders to start the Asphalt season-opener on Sunday, chased by Damian Cole who is aiming for a record-breaking seventh victory on the event. He'll make his fourth start with his Skoda Fabia R5.

Other contenders include Melvyn Evans, John Stone, Stephen Simpson and 2020/21 Motorsport News Circuit Rally champion Mark Kelly who'll drive his Ford Fiesta R5 on a multi-venue event for the first time.

Pritchard, whose Ford Focus WRC05 has been fully rebuilt after engine issues, is looking forward to the challenge. He said: "I never go to make the numbers up! I don't see why we can't [win], we've got to try and aim for that. We've won it in the past so that's what we're going for."

ROAD RALLY ROUND-UP

Savage attack helps Ignis crew to glory

Having narrowly missed out on victory just two weeks earlier, Kevin Savage/Philip Savage secured a win on the Blue Streak Targa Rally on August 15, an event that excluded all four-wheel-drive cars.

The rally consisted of six mixed-surface tests; each was tackled twice to give 12 competitive stages.

Savage/Savage took the lead just before the halfway point and held it until the finish. The driver declared that the Suzuki Ignis was "like a terrier on lino" in the, at times, very slippery conditions.

The winning pair were chased hard all day by Bob Hargreaves/Lynsey Procter and Ali Procter/John McWhirter, the latter navigator making his rally debut.

Procter/McWhirter led after five tests, but then picked up a line fault on Test 6; this added 20 seconds to their total and they dropped to third. Hargreaves, continually fighting to keep his rear-wheel-drive BMW in straight line, and Procter had a mighty fight for the rest of the day. It ended with Hargreaves 1s ahead of Procter but 7s behind the winners.

Philip Hodgson/Lewis Hodgson were lying in fourth place on Test 10 when they picked up a puncture, and, without a spare, were forced to retire. Notably, all of the top six drivers at the finish are better known as navigators.

Ian Mills

Results

Blue Streak Targa Rally
Organiser: Spadeadam Motor Club **When:** August 15 **Where:** North Cumbria **Championships:** NESCRO **Tests:** 12 **Starters:** 46
1 Kevin Savage/Philip Savage (Suzuki Ignis) 18m 09s; 2 Bob Hargreaves/Lynsey Procter (BMW Compact) +7s; 3 Ali Procter/John McWhirter (Peugeot 205 GTi); 4 Jack Morton/Essi Salonen (Peugeot 106); 5 Daniel Place/Stephen Place (Peugeot 309 GTi); 6 Tony Harrison/Andrew Graham (Proton Compact); 7 Richard Whittaker/Andrew Whittaker (Citroen Saxo); 8 John Sloan/Alisdair Venn (Ford Escort); 9 Chris Hunter/Fiona Tyson (Mazda MX5); 10 Alex Willan/Glenn Fothergill (BMW 316i).
Class winners: TE: Hargreaves/Procter; TN: Whittaker/Whittaker; HE: Procter/McWhirter; HN: Mike Cook/Ross Blyth (Austin Healey Sprite).

LOUGHGALL COUNTRY PARK RALLY: BY WILLIAM NEILL — AUGUST 21

GREER AND RIDDICK PICK UP WHERE HENRY LEAVES OFF

Jonny Greer and Kirsty Riddick capitalised on Desi Heny's fuel pump woes to win the Loughhall Country Park Rally by 6.4 seconds and extend their championship advantage in a Citroen C3 R5 despite clipping a rock.

Henry was 4.2s quicker than Greer, who was third fastest, on the 3.3-mile opener but after SS2 the Carryduff driver was ahead by 1.7s despite running wide on both tests.

The Henry duo of Desi and Mark remained close but a stoppage on SS3 because a spectator required medical assistance – not associated to the rally – hindered the Ford Fiesta R5 driver's chances with a nominal time awarded.

Fastest on the three Drumilly stages, Henry was on top form for the reversed loop. It wasn't enough to win but was sufficient to nip ahead of Stephen Wright and Liam Moynihan – who had a SS4 overshoot and a tank-slapper moment on the closing test – by 2.7s.

Another Ford Fiesta R5, with driver Aidan Wray on first visit to the park, scored fourth, 23.9s behind Wright but ahead of five-time Loughgall winner Damian Toner.

"We didn't get the win this year but we got the next best thing [winning two-wheel drive],'" said the Ford Escort Mk2 man Toner.

Barry Morris was one place down on his best Loughgall result in sixth using a Darrian T90, to finish ahead of multiple champion Derek McGarrity.

Despite two punctures, Jason Black was eighth with fastest two-wheel drive times along the way, proving a challenge for Toner. Peadar Hurson recovered from a spin in ninth place, ahead of John Bradley.

Greer took the win when Henry got a notional time

Results
Organiser: North Armagh Motor Club Ltd **When:** August 21 **Where:** Loughgall Country Park, County Armagh **Championship:** Motorsport UK Northern Ireland Rally Championship **Starters:** 96 **Stages:** six.
1 Jonny Greer/Kirsty Riddick (Citroen C3 R5) 24m29s; 2 Desi Henry/Mark Henry (Hyundai i20 R5) +6.4s; 3 Stephen Wright/Liam Moynihan (Ford Fiesta R5); 4 Aidan Wray/Kieran McGrath (Fiesta R5); 5 Damian Toner/Denver Rafferty (Ford Escort Mk2); 6 Barry Morris/Dylan Doonan (Darrian T90); 7 Derek McGarrity/Paddy Robinson (Ford Fiesta WRC); 8 Jason Black/Karl Egan (Toyota Starlet); 9 Peadar Hurson/Damian Connolly (Fiesta WRC); 10 John Bradley/Ryan Crozier (Ford Escort Mk2).
Class winners: Richard Hall/Declan Campbell (Ford Escort RS1800); Marshall Kennedy/Davy Young (Peugeot 306); Philip White/Brian Rowan (Nissan Micra); Seamus Connolly/Gary McCrudden (Toyota Corolla); Raymond Johnston/Marc Johnston (Ford Escort Mk2); Black/Egan; Toner/Rafferty; Andrew Bustard/Kenny Bustard (Mitsubishi Lancer); Anthony Cairns/Mark Preston (Subaru Impreza); Greer/Riddick; Henry/Henry.

BRISCA F1: KING'S LYNN BY COLIN CASSERLEY — AUGUST 21

FAIRHURST SPRINGS A LATE SURPRISE ON LEADER GRIFFIN

Lee Fairhurst tracked down race leader Bobby Griffin and barged his way into a race-winning lead in the closing stages of Saturday night's final to chalk up his first big win of the year.

It is Fairhurst's 31st career final victory and his second at the Norfolk oval. His first came almost two years ago in September 2019.

Sam Makim, winner of last month's King's Lynn final, took the early lead. Further back, Tom Harris was slicing through the field with Griffin and Fairhurst close behind. As Harris went to pass Makim for the lead, the pair tangled and fell out of contention.

Griffin assumed top spot and, just after the halfway stage, Fairhurst took the lead briefly before Griffin powered his way back ahead and opened up a comfortable lead. As the race entered the closing stages, Fairhurst closed the gap and made his race-wining move.

The winner said: "I didn't think I was going to catch Griffin. I got close at one stage, but he pulled away and I thought that was it. But I altered the brake balance and began to close in. I have had a lot of bad luck this season, so this is a great confidence boost with the World Final coming up in a few weeks."

Frankie Wainman Jr eventually came home third. He said: "I got caught up on the opening lap and was dead last, to come back to get third. I'm happy with that."

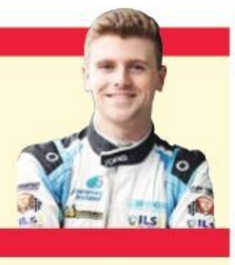
Results
Organiser: Trackstar, BriSCA F1 **Where:** King's Lynn **When:** August 21 **Starters:** 44.1 Lee Fairhurst; 2 Bobby Griffin; 3 Frankie Wainman Jr; 4 Karl Hawkins; 5 Liam Gilbank; 6 Mal Brown; 7 Danny Wainman; 8 Chris Brocksopp; 9 Paul Harrison; 10 Finn Sargent

Fairhurst adjusted his machine to find winning speed

The Strength of Experience
flowforming
Tel: +44 (0) 1952 582 825
Fax: +44 (0) 1952 582 821
speedline Corse
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

COLUMNIST

JONATHAN BROWNE



The 21-year-old winner of 2019's Formula Ford Festival talks about his stunning GB3 debut

Photos: Jakob Ebrey

Browne (r) got third on debut

Browne used what he learned in FF1600 in GB3

Last year I wanted to move up to do something with more power and something a bit more noticeable. I felt like I'd done everything I could in Formula Ford 1600 and I was ready, so I decided that GB3, the recently rebranded BRDC British Formula 3 championship, would be the next step.

My Formula Ford team boss Cliff Dempsey has known people at GB3 team Hillspeed for a long time so they got in contact with us and it started from there, we organised a few test days and here we are.

It was always the F3 level that I was interested in moving to. I felt like I could probably handle more than Formula 4 and I needed to look a bit further up.

Before my first GB3 race weekend I did five test days and on the first day I was actually blown away by the speed of the thing. Compared to a Formula Ford it's a lot faster, you've got a lot more grip, you've got to really trust the car will stick through the corners. So you're getting into your head that the quicker you arrive at the corner the more grip you'll have.

I definitely have a lot to improve on and I'm going to get better and better but I gelled in quite well. It's kind of the same concept as Formula Ford, you've just got to get used to the corners coming at you a lot faster.

My recent Silverstone race debut where I finished third in my first race, it was a crazy weekend. I never expected something like that to happen. When I woke up on Saturday morning I was just hoping to get in the top 10 and I qualified fourth and then in the race I suddenly found myself in second and then third and you're just driving around going 'what am I doing here?' Absolutely crazy and I was delighted with the result.

It still doesn't really feel like it happened but I'm sure eventually it will kick in and I'll be able to look back and smile on what Hillspeed and I achieved.

I reckon the day's damp conditions leaned in my favour because driving a Formula Ford is all about being on the edge and I applied that and it worked massively.

Everything from Formula Ford has helped me massively, such as how to set up the car and the different changes you can make mechanically to the car and what changes that makes to a car itself. Formula Ford has taught me literally everything and I'd highly recommend to a young driver to do a year or two in that. I definitely think it's the best class for learning and at an affordable rate as well.

The next two Silverstone GB3 races in my debut weekend were a bit harder. In race two I made a mistake: I came out of a corner, and the paddles are quite sensitive, you normally short shift to third but I clicked it and it burst off it again and went into fourth and I couldn't get it back down to third so I bogged down and then people just drove by me, so it was heart-breaking.

Race three was a lot better. The car felt a lot better, and I felt lot more confident in myself. I just had to adapt to dirty air, we were stuck in a 10-car train and no-one was really overtaking anyone unfortunately. But I learned a lot from races two and three so I'll use that moving forward.

Hillspeed is a great team to work with. From the very start it taught me everything on how to drive this car and how to use the aero and what way to bring in the tyres. So they've been nothing short of great so far and I'm absolutely delighted to be part of the team.

I'm doing the next two GB3 rounds to complete the season and I'm going to try to keep getting closer and closer each weekend. Oulton Park, the venue for the next round, is my favourite track and same at Donington Park for the finale. I'll be aiming to keep learning about the car and learning about the racing and see where we end up.

The main thing for me to develop is confidence that the car will stick through the corners. It's just little bits here and there. There's no massive area where I was struggling, it's just overall time in the seat I'm missing. So in the coming races I should get more and more comfortable in what the car is capable of.

Formula Ford star Browne (5) was immediately fighting at the front after his GB3 graduation

'I found myself in third place and was thinking 'what am I doing here?'

Advertising enquiries: 01732 446757

FEATURE

Photos: FIAERC.com

RALLY ZLIN GETS READY FOR A PROPER CELEBRATION

Graham Lister looks at the challenge of one of Europe's favourite rally events

Drivers have to be centimetre perfect on tough stages

Stages at night add to the drama and atmosphere of Rally Zlin

The fans will have plenty of hometown heroes to support

What should have been the 50th Barum Czech Rally Zlin last August was celebrated on a bus.

After the Covid axe fell, the volunteers who'd done everything possible to make the event happen – including plugging a last-minute funding gap – decided there was no point dwelling on the enforced cancellation and completed a run over the route of the host city's superspecial stage.

The ageing Skoda 706 RTO bus they used didn't pack many punches, but the leisurely drive provided some light relief, particularly for clerk of the course Miloslav Regner, who has been on the organising team since 1974.

Regner and his band of helpers, which includes his son Jan, the deputy clerk of the course, will be getting in the way if they try a similar stunt on Friday because, at 2115hrs local time, SSS Zlin will be driven for real.

It's a superspecial stage like no other (a railway crossing and bus terminus are just some of the attractions) that forms an integral part of a rally like no other and kicks off the event's 50th edition one year and a day later than originally planned.

Starting out as a local club rally in 1971, the event soon attracted foreign drivers with future world star Walter Rohrl battling eventual winner Wolfgang Hauck for the 1974 victory.

Full European championship status followed in 2002 following several years as a lower-coefficient round and it's been part of the ERC ever since with the Intercontinental Rally Challenge running in tandem with the regional series between 2007-2012.

"This achievement of 50 years means Barum Rally is really strong in the history," says Jan Kopecky, who has a record eight outright event wins to his name. "It's actually the biggest motorsport event in the Czech Republic because we don't have MotoGP now so really great days are coming.

"But I don't look so much at the history. We have the record of wins, but this was down to the team, the car, the co-driver, not just me. I live in the present day and I am focusing on winning again this weekend."

While Kopecky is unbeaten on the Barum Rally since 2015, there's no such thing as an easy win in Zlin. Although it's a Tarmac rally in name, the bumpy surface is broken and laced with gravel. To add to the challenge, several stages feature high-speed runs through forests, some stages run after dark and intermittent showers are always possible.

The weather might be hard to predict, but a strong spectator turnout is guaranteed with an estimated 200,000 expected to line the route. However, another home win for Kopecky isn't a foregone conclusion as the 39-year-old is quick to point out.

"I am not doing the rallies so often nowadays, just some rallies in Czech and a few in Hungary so it will be a little more difficult," he says. "I also know [ERC leader] Alexey Lukyanuk will be very quick. Then we have the weather. Barum is difficult when it's dry but even more difficult when it's raining because it's very slippery and the grip is changing every centimetre. And if the weather is changeable then it can be tricky for the tyre choice."

The fans are a big part of the Zlin success story and the service park, which is located in the grounds of the Continental Barum tyre factory in nearby Otrokovice, is packed with spectators.

Erik Cais, who at 22 is very much the future of Czech rallying, is a top-10 finisher in the ERC, a Zlin resident and the event's official ambassador.

"We have hockey and football in Zlin but everybody knows the Barum Rally and at school everybody was talking about it," remembers Cais, whose father Miroslav was a regular on the event in the past. "It's always such a great event with many families going to watch with their friends. The fact I am taking part on my third Barum Rally in the highest-level ERC car is just amazing, I cannot believe it's happening."

Cais has outgunned Kopecky on occasion in the Czech championship and holds his more experienced compatriot in high regard. "Mr Kopecky is an absolute legend, the same as Mr [Roman] Kresta was before him. But I'm not focused on what he does, I'm just going to do the best job possible."

Cais took up rallying in 2018 after his career in downhill mountain bike racing was curtailed by injury. He was leading his class on his Zlin debut that year until a late puncture dropped him back. "That was hard but my team told me my day would come and I always [thought about] this," he says.

Skoda stalwart Kopecky adds: "It's easy to make a small mistake that can kick you out of the rally. For your first time here you have to stay on the road and then come back next year to try for a good result."

Kopecky keeps coming back. MN's advice for rally fans is to do likewise. ■

> ***"Zlin is the biggest event in the country now"***
>
> ***Jan Kopecky***

What's in a name?

Contrary to popular opinion Barum is not a place but the long-term title sponsor of Czech Republic's round of the European Rally Championship.

The event is based in the city of Zlin – close to Otrokovice where Continental Barum's giant tyre factory and bulging distribution centre is housed – 185 miles southwest of Prague and 135 miles northeast of the Austrian capital Vienna.

From there, take the motorway into Slovakia towards Bratsilava, head for Brno and keep going to Zlin.

But Zlin wasn't Zlin when Jan Halmazna won the first Barum Rally in 1971 driving a Skoda 1100 MB. From 1949-1990 it was called Gottwaldov after the first Czech communist president, Klement Gottwald. As well as its annual rally, Zlin is famous for its university and shoes. Its rise from small town to big city is credited to Tomas Bat'a, who founded a shoe factory there in 1894.

Indeed, his old office – located in a moving elevator – is preserved in the Regional Authority Building 21, which is home to the rally's headquarters.

Cais is one of the up-and-comers

HISTORICS

DOWN THE WORKSHOP

BENTLEY EXP2

Current owner: Bentley cars

The EXP2 was built in 1919

It has an important racing history

Bentley has a long and successful motorsport story, starting with victory at Le Mans in only the second running of the race in 1924. That was the first of five Pre-War victories and a century later, in 2003, Bentley returned to Le Mans to win again. However, its racing success started in 1921.

There were three prototypes

In 1919, with his brother Horace, WO Bentley set about the design and build of quality sports-touring cars under the Bentley Motors brand and powered by its own engines. In the early years of his company, WO made three prototypes. EXP1 (EXPerimental No1) was built in New Street Mews off Baker Street, London, while EXP2 was built later in 1919 at Bentley's new workshop in Cricklewood, cannibalising much of EXP1 in the process. EXP3, better known as 'The Cab', was WO Bentley's personal car.

Racing started with EXP2

EXP2 scored Bentley's first race victory at Brooklands in May 1921, only a week after its debut race, also at the Surrey track. Driven by Frank Clement, it won the BARC Junior Sprint Handicap at an average speed of more than 70mph. Motorsport featured in Bentley's development and a three-litre was sent to the USA to contest the 1922 Indianapolis 500.

It is still complete

EXP2 is the oldest Bentley in existence and is regularly taken to events and displayed. It had first been exhibited at the 1919 Olympia Motor Show and became a works development car. It was a three-litre Bentley with a two-seater body fitted to a 9ft 4in chassis. It was rebodied early in 1921.

It was restored in the 1990s

EXP2 was raced through the balance of 1921 and 1922 before being sold to lorry manufacturer ER Foden in September 1923. The car was completely rebuilt in the 1990s and is now a fully running car used by Bentley.

Bentley went on to more Le Mans success

Clement shared the glory with John Duff when their three-litre Bentley, Duff's own car, won Le Mans in 1924 and then factory cars won four times in a row from 1927 onwards.

Photos: Paul Lawrence

British battlers will head abroad

BRITISH RACERS LOOK TO EUROPE AS OVERSEAS EVENTS RAMP UP

Traditional meetings on the continent are now planning full steam ahead for 2021

By Paul Lawrence

Returning to race in Europe is becoming an increasing reality for UK-based historic competitors this autumn with key events due to run at Spa-Francorchamps and Dijon over the first two weekends of October.

As Covid-based travel restrictions for Europe continue to ease, both events are pushing ahead and expect to have strong UK-based entries, although there remains some uncertainty about the ease of cross-border travel with racing cars following Brexit.

The Spa Six Hours (September 30-October 3) is one of the biggest historic race weekends of the season and traditionally attracts a big entry of UK competitors. Aside from the headline Six-Hour race, the entire weekend is made up of UK-races including multiple categories from Masters Historic Racing and Motor Racing Legends.

A week later (October 8-10), Historic Formula 2 and Formula Junior racers will head to Dijon for the Motors Cup race meeting.

Covid has so far badly impacted the F2 calendar, with replacement races added in the UK as mainland Europe events fell by the wayside. Now, with the travel situation improving, the Dijon races have been confirmed as the European F2 fraternity prepares to meet up for the first time since the end of the 2019 season.

Andy Dee-Crowne of the Historic Sports Car Club said: "Historic F2 has always been a pan-European series but that has not been possible again so far this year. Now, the F2 racers can come together again and we are planning a traditional European F2 calendar in 2022, which is fabulous news."

PRESCOTT PLANS SPECIAL RALLY-ONLY EVENT FOR OCTOBER

Rally man will get the chance to tackle the famous climb

A new event at the Prescott hillclimb venue in October will be dedicated to rally cars through the ages.

Rallye Prescott will take place on Sunday, October 3 at the Gloucestershire venue and will be a competitive event for rally cars from the 1950s through to the modern day. Each car will tackle several runs up the famous asphalt hillclimb course.

The event will welcome spectators and the classes and paddock will be split into decades, allowing visitors to walk through the history of rallying.

This will be the first dedicated rally competition at Prescott, although the venue has long links with rallying. In the 1950s it hosted the RAC Rally and more recently has featured as a special stage on various events including the Historic RAC Rally and Tour Britannia.

Entries are now open at a price of £160.

Smiths aim for Goodwood after Capri debut

Father-and-son duo Peter and Guy Smith gave the debut to a freshly built three-litre Group 1 Ford Capri in the Historic Touring Car Challenge at the Classic Silverstone.

Former rally driver Peter had the car built up by Ric Wood and will share it in two driver races with his son Guy, the 2003 Le Mans winner with Bentley.

After a successful debut run at Silverstone, they now hope to get an entry for the Gerry Marshall Trophy at the Goodwood Members' Meeting next spring.

Since Peter switched to racing from rallying, they have both enjoyed success in a pair of Lotus Cortinas and they also now have a Ford Escort race car being built up.

The Smith pairing now aim to race the Capri in West Sussex

Monaco plays host

EPIC TOUR FOR RALLY MONTE CARLO HISTORIQUE IN 2022

Route details for the 24th edition of Rallye Monte Carlo Historique have been unveiled and will feature the return of concentration legs, with three famous cities on the starting options: Bad Homburg, Milan and Reims.

There will be three different routes to Monte-Carlo. This move was directed by the Automobile Club de Monaco (ACM) to boost the economy of the Principality and to again welcome crews from all over Europe. The 2022 route will feature a record number of 17 regularity stages.

The final leg of the rally will take in the famous Col de Turini and the winning crew is expected to finish at around 0120hrs on Wednesday February 2 in Monaco.

IN BRIEF

Bumper HSCC

The Historic Sports Car Club has taken more than 300 entries for this weekend's Oulton Park Gold Cup, one of the flagship historic race meetings of the season. Capacity grids include Formula Junior and Historic Formula Ford 2000 while the recently added Historic Formula 2 double-header is set to feature a 23-car field of 1970s F2 and Formula Atlantic cars.

Eifel donation

The appeal by the organisers of the ADAC Eifel Rally Festival for donations to help those affected by the recent flood disaster in the Eifel region of Germany very quickly raised €40,000. Julia Gieseking, the district administrator of the Vulkaneifel district, said: "We have already been able to disburse the first funds to those affected by the flood disaster quickly and we are continuing to do so."

Global expansion

With Covid restrictions now lifted in the UK, Rally the Globe is pushing ahead with a much bigger event in Scotland in September before the reintroduction of international fixtures later in the autumn. The Highland Thistle Rally (September 2-7) includes five days of driving, starting and finishing in St Andrews. The 1250-mile route through Scotland includes an overnight halt on the Isle of Skye.

Busy Wrigleys

Father-and-son Mike and Matt Wrigley will race four cars across six races at this weekend's Oulton Park Gold Cup. They will each race a March 782 in the Historic F2 races, while Matt will also tackle the two Historic Formula Ford 1600 races in his Merlyn Mk20. Mike, meanwhile, will join the Classic FF1600 grid in a Van Diemen RF78 from their stable of racing cars.

Goodwood parade

A special victory parade will be a feature of the Goodwood Revival (September 17-19), 75 years on from the parade held in London in June 1946. The original event, which involved more than 500 vehicles, was held to mark the end of the Second World War and the Goodwood event will pay tribute to and thank local key workers and service people.

Sahara is axed

The HERO-ERA organisation has been forced to postpone its Sahara Challenge, planned for late September. The classic rally has fallen victim to on-going border issues between Spain and Morocco and fluctuating Covid travel restrictions. "The decision has been further accelerated by the impending deadlines for travel plans and car shipment which draw ever closer," said a statement. It is hoped to reschedule the event for September 2022.

Grant's challenge

Callum Grant will take on the more powerful Historic Formula 2 cars in his 1600cc Formula Atlantic March 79B during the Oulton Park Gold Cup. Despite a considerable power disadvantage, Grant has shown the pace to run near the front of the pack.

Advertising enquiries: 01732 446757

WORLD RALLYCROSS

Photos: Red Bull Content Pool

WORLD RALLYCROSS CHAMPIONSHIP: HOLJES, SWEDEN BY HAL RIDGE AUGUST 21-22

A heavy landing thwarted multiple champ Johan Kristoffersson

Kevin Hansen (l), Timmy Hansen and Kevin Abbring (r) celebrated

Timmy Hansen brought it home for the family

TIMMY HANSEN BENEFITS FROM SOME BROTHERLY LOVE

It's almost hard to believe, given the Hansen family's rallycross success that prior to last weekend at Holjes in the Varmland region of Sweden, the last Hansen driver to stand on the top step of the podium – and crucially keep the win, at the team's home round – was Kenneth Hansen in a Citroen Xsara in 2003.

With the 14-time European champion having long switched roles into being team owner, his squad has continued to achieve success, but hasn't claimed the spoils in the discipline's top category at home.

Timmy Hansen had felt the feeling of crossing the finish line first, when he drove his Peugeot 208 up the inside of Mattias Ekstrom's Audi S1 in the final corner in 2015, but his success was short lived: a penalty for the final-corner move dropped him to second post-podium.

Driving the latest evolution of the squad's 208, Kenneth Hansen's eldest son, 2019 drivers' title-winner Timmy entered the second round of the season on the back of a strong round-one run, in which he had played the team game in the final, having topped the Intermediate Classification and won his semi-final.

In Barcelona it was his younger brother Kevin who claimed victory, but in Sweden it was Timmy who took the fight to reigning champion Johan Kristoffersson in Q1, but just lost out. In Q2 Hansen mirrored his first qualifier strategy, taking an early joker then pushing hard to hunt down compatriot Kristoffersson. This time, Hansen just got ahead into the left-right sequence after the joker merge on the final lap and set the fastest time.

Former Hyundai WRC driver Kevin Abbring and Kristoffersson took a fastest time each on Sunday, but thanks to twice being second, while Kristoffersson, stuck in traffic, could only manage sixth best time in Q3 it was Timmy Hansen who claimed top spot in the Intermediate Classification.

He then won his semi-final from the front, while fellow frontrunner Niclas Gronholm, who had started third having missed the joker lap in his Q4 race, lucked out when he was pushed into a track marker in the joker on lap one by Peter Hedstrom. The resulting five-second penalty dropped Gronholm out of the final places, behind Abbring and compatriot Juha Rytkonen.

The major drama came in semi-final two however. Saving his new rubber for the final, Kristoffersson was one of the only drivers to not take new tyres for the semi-finals, a tactic that clearly worked as he led the race from the front. Until the third lap that is, when the Swede made a rare error – landing on the kerb immediately after the circuit's first jump and puncturing both right tyres – putting him out of contention.

While Kristoffersson retired from the race, pre-event points leader Kevin Hansen took the win, having struggled in traffic in qualifying, to join his brother on the front-row for the final, chased by GRX-SET's Krisztian Szabo and Kristoffersson's team-mate, Enzo Ide.

Just like they had at the season opener in Spain, the Hansen brothers, arguably the best team-mates in world motorsport for giving each other racing room and managing situations as a single unit, ran two-wide through Turn 1 of the final at Holjes, Kevin getting the better run around the outside.

But, just as Timmy had braked early after Kevin's joker lap in Spain to give his brother racing room and allow him to take the lead, Kevin braked slightly earlier into Turn 2 in the Holjes final, Timmy taking the advantage.

Behind, Abbring dived straight into the joker lap. The Dutchman had starred in Q1, following an incident with Ide in the joker lap the Renault Megane campaigner had set the fastest laps of the session and, when running in clear air, had continued to challenge the front of the order on pace alone throughout the qualifying stages.

He was again followed by Ide into the joker in the final, but this time the pair avoided contact and Abbring set about chasing the leading quartet.

Rytkonen had climbed to third in the opening corners and was next to take his extra route – dropping to the rear of the field.

While Abbring matched the Hansen brothers' pace, his victory chances ended by getting stuck behind Szabo. The European Rallycross Super1600 champion had claimed a career-best result in Spain with fourth and ran third for much of the final in Sweden, but wasn't able to produce the kind of pace he'd shown in qualifying, which included beating Kristoffersson in his Q3 run.

Szabo held on until the final tour to take his compulsory extra route behind the Hansen brothers but while the Hansen's returned to the main circuit at the head of the field, in front of Abbring, Szabo slotted into fifth, behind Ide.

For the second round in a row the Hansens took the top two steps of the podium, this time around with Timmy at the front, making amends for having his 2015 win taken away, and as a result moved into a slender championship lead.

For Abbring it was a case of what might have been, despite claiming a maiden World RX podium, with Ide also scoring a personal best finish in fourth.

RESULTS

World Rallycross Championship
Round 2 When: August 21-22 Where: Holjes, Sweden

POS	DRIVER	CAR	TIME
1	Timmy Hansen	Peugeot 208	4m26.709s
2	Kevin Hansen	Peugeot 208	+1.049s
3	Kevin Abbring	Renault Megane	+1.645s
4	Enzo Ide	Audi S1	+3.154s
5	Krisztian Szabo	Hyundai i20	+3.696s
6	Juha Rytkonen	Ford Fiesta	+4.636s

RX2e: Jesse Kallio (RX2e); **Euro RX1**: Thomas Bryntesson (Volkswagen Polo); **RX3:** Yuri Belevskiy (Audi A1)

KALLIO TAKES THE BIG POINTS IN RX2e

Finn Jesse Kallio dominated the second day in the RX2e all-electric category, winning every session on track to claim a maiden win in the series.

Day one pacesetter Fraser McConnell, who, like Kallio, had gone out on the opening lap of the final in round one, finished second. Swedish newcomer Isak Sjokvist completed the podium.

British driver Patrick O'Donovan delivered a spirited drive in the final and had on-track battles with much of the field but his challenge ended in the infield at the final corner when his car lost its left-rear wheel.

It was a Volkswagen Polo that topped the order in the European Rallycross Championship RX1 season-opener on Sunday afternoon, but not the one that dominated in the early part of qualifying.

Double champion Anton Marklund set the best time in the first three sessions, despite losing out at the start of his Q3 race and having to fight back. But, in Q4, facing a challenge from five-time Andros Trophy champion Jean-Baptiste Dubourg, Marklund tried to avoid contact with the Peugeot driver at the joker lap merge. Marklund's Polo climbed the circuit's biggest kerb that not only broke the car's front-right suspension but sent the car into a violent roll. Another Frenchman, Fabien Pailler took top spot in the Intermediate Classification but when his Peugeot 208's left-rear wheel parted company with its car, he was out.

In the final, it was pole-starter Thomas Bryntesson who led throughout, fending off intense pressure from Dubourg, while fan-favourite Andreas Bakkerud made a late return and finished on the podium, despite being held up during the race by Jonathan Pailler. Yuri Belevskiy again dominated in the Euro RX RX3 category for Super1600 machines, winning ahead of fellow Volland Racing Audi A1 drivers Kobe Pauwels and Marat Knyazev, Pauwels fighting back from an engine change on Sunday morning.

Jesse Kallio's maiden RX2e win was taken in dominant style

FEATURE

WHO IS IN THE BOXED SEAT FOR THE BTCC TITLE RUN-IN?

Matt James looks at the prospects for tin-top glory at the halfway stage

Photos: Jakob Ebrey

If a driver was to have a perfect weekend in the British Touring Car Championship, they could walk away from a meeting with 67 points in their pocket. That includes all three wins and all the bonus points on offer.

That also means that there are still more than 1000 points on the table on route to lifting the UK's most prestigious motor racing title at the halfway point of the campaign. There have been nine winners from 15 races so far but only six of those are in the top 10 of the standings. There are plenty more to come.

Reigning champion Ash Sutton sits on top of the points as we run the rule over those most likely to prevail in a contest that finishes at Brands Hatch in late October.

1st Ash Sutton

Team: Laser Tools Racing
Car: Infiniti Q50
Points: 175
Wins: 3
Podiums: 5

The similarities between Ash Sutton's opening gambit in this year's chase for the tin-top title and his performance over the first half of his successful campaign in 2020 are striking. He is atop the points with a decent buffer, as he has won as many races as anyone else and he has backed that up with a decent haul of podiums. The mixed-up schedule this year will fill him with hope too, with the rear-wheel-drive friendly Croft in the middle of September. The Laser Tools Racing car is a more refined product than in 2020 too. The money's on him.

2 Tom Ingram

Team: Hyundai i30 N
Car: Excelr8 with Trade Price Cars Racing
Points: 158
Wins: 3
Podiums: 5

Tom Ingram can no longer be regarded as an up-and-coming driver. He is already there, and he desperately needs a championship to cement his reputation. Joining the relatively new Hyundai programme with Excelr8, he has had continuity with his engineer Spencer Aldridge and turned it into a race winner from the second meeting. With weight on the car and some struggles, Ingram has shown that he had the nous to reverse-engineer his weekends to land the big points, with victory in race three at Knockhill being a prime example. He will need that guile to halt Ash Sutton.

3 Colin Turkington

Team: WSR
Car: BMW 330i M Sport
Points: 138
Wins: 2
Podiums: 4

It is remarkable that Colin Turkington, who is gunning for a record-breaking fifth title, is just 34 points from the top of the points chase. Just 14 points over six races (at Brands Hatch and Oulton Park) should be enough to torpedo any driver's hopes, but no other driver was really able to hammer home an advantage as the Northern Irishman floundered. His WSR team was lost for a set-up at Brands and Oulton was a bruising encounter through no fault of his own. Like Ash Sutton, he will relish a trip to Croft. If Sutton has a problem there, Turkington will be right back in the hunt.

4 Gordon Shedden

Team: Team Dynamics
Car: Honda Civic Type R
Points: 129
Wins: 0
Podiums: 4

Any British Touring Car Championship fans who like a flutter would have got extremely long odds on the category reaching its halfway stage without returnee Gordon Shedden having won a race. But, like the proven champion he is, he has taken the points when he can to keep himself in with a shout. There have been too many incidents – many of which he has been blameless for –

Shedden: no wins yet...

which had scuppered him. It has been unusual to see for a driver who has been so adept at playing the BTCC game. Then he has had his team-mate to cope with too (see sidebar)...

5 Jake Hill

Team: MB Motorsport
Car: Ford Focus
Points: 128
Wins: 0
Podiums: 4

Jake Hill's hat-trick of podiums at Thruxton at the beginning of the campaign put him on top of the points table and landed him with a walloping 75kg for the second meeting of the campaign at Snetterton. Since then, he has carried no less than 39kg into any event. That is an unusual position for him, but his driving has shown much more maturity than in recent years. The campaign he is putting together

Hill has added consistency

now is more focused on the longer game than maybe he has been in recent years and there is less desperation. The race-winning reward hasn't come yet, but it will.

6 Josh Cook

Team: BTC Racing
Car: Honda Civic Type R
Points: 123
Wins: 2
Podiums: 3

Only three other drivers have won as many or more races than Josh Cook this year, but the BTC Racing man's double at the Thruxton opener back in May seems a long time ago now. He played his usual trick of building momentum to race three when saddled with big weight and less favourable tyres but has failed to reach the lofty heights again. Something of a circuit expert

Cook has had struggles

in Hampshire, he will be relishing this weekend's meetings to spark his campaign back into life. He needs that success to push himself back into the hunt for this year's title.

Rowbottom proves his touring car mettle with first victory

Perhaps the surprise of the season, albeit a pleasant one, has been the speed and racecraft of Dan Rowbottom.

The former Mercedes racer, who had only scored five points before the start of 2021, joined Team Dynamics for what is effectively his second season in the BTCC and has slotted in with the frontrunners straight away – and has broken his victory duck in a masterful weekend at Oulton Park. There will be more wins on the table for him, and Thruxton this weekend is a prime opportunity. Tom Oliphant's season has been stymied by too much contact, but he has genuine pace everywhere and is a threat.

Stephen Jelley was unlucky to lose out on a race-three win at Knockhill in his WSR BMW 330i M Sport and will perhaps be looking to a reversed-grid race for another opportunity later in the season, while the same is true of Ash Sutton's Laster Tools Racing Infiniti team-mate Aiden Moffat, who is picking up lessons from the other side of the garage.

Alongside the Speedworks Motorsport Toyota Corolla of Rory Butcher, which prevailed at Oulton Park, Adam Morgan (Ciceley Motorsport BMW 330i M Sport) has been another to be under-whelming. The car is built by WSR and while the crew is new to the machine, the results should have been far more consistent and he should have more than just the one win, which he took in the reversed-grid race at Brands Hatch.

Rowbottom has been rapid

Advertising enquiries: 01732 446757

FEATURE

FORGOTTEN HEROES MAKE RALLY RETURN

Group A rally cars are leading the post-Covid revival in historic rallying says Nick Garton

European touring events like Rally Legend are coming to UK

Adam Midghall opened for business just as the pandemic struck

As we emerge from lockdown, it has become apparent that appetites have changed. Not only in terms of the home-made sourdough that filled our social media channels while sitting at home, but also in the cars that we want to see and be seen in on historic rally events.

All forms of historic motorsport are as much about fashion as any catwalk show. In the rally world, just like a little black dress, Group B rally cars are resistant to changes in the style stakes. But as life begins to get back underway it is clear there's a new kid in town: 2021 has heralded the Group A revival.

Group A took over as the pre-eminent category in rallying at the beginning of 1987, moving from the purpose-built mid-engined rocket ships to production-based cars that were, let's be honest, comparatively dowdy. They were also ubiquitous, taking away that specialness associated with elite-level motorsport as Ford Sierras, Mitsubishi Lancers and Vauxhall Astras were quite simply everywhere you looked.

Yet where familiarity once perhaps bred a degree of contempt, it now means that there is a ready supply of cars and parts that have huge resonance to anyone who took an interest in motorsport in the era of Carlos Sainz, Francois Delecour and Colin McRae.

"As time moves on so does the era in which the public is interested," says Mark Constanduros, who put together the first European-style event to be held in Britain, the Historic Rally Festival, at Weston Park last weekend.

"So we're now, with Group A, finding that a lot more people are keen to see them than they were a while ago, that they're starting to say to themselves: 'oh! I remember those!' With an event like the Historic Rally Festival… it's ideal for owners of cars from this era and for people who want to see them."

This 'European style' of historic rallying event is typified by Italy's autumnal treat, Rally Legend, which stands alongside the German Eifel Rallye Festival founded by Reinhard Klein and John Davenport, among the premier league of events for owners and enthusiasts of rallying's golden age.

Travel restrictions resulting from Covid, and bureaucratic entanglements after Brexit, have kept British participation overseas to a minimum but Audi specialist Adam Marsden's AM Cars operation has still been busy, as have many others.

"This year really started with the Goodwood Festival of Speed where we ran the Group A Audi 200 quattro which got a hell of a lot of attention, and we had the Group 4 Monte Carlo Quattro replica there for the Hannu Mikkola tribute which went down really well," Marsden explains.

Audi man Marsden wants more

"Then the following weekend we went to Shelsley Walsh hillclimb and that was a really, really good weekend. That was excellent and there was a lot of really nice stuff there across historic, Group B and Group A rallying."

Just there, did you see it? Group A being mentioned in the same breath as the sacred cows of Group B and their antecedents. Of course, the sight and sound of a Stratos or an RS200 on opposite lock are always going to top the bill for many people, but the groundswell behind Group A has even prompted a dyed-in-the-wool Quattro man like Marsden to break with tradition as his firm prepares to unleash its first non-Audi on the historic scene.

"We've also got an ex-factory Toyota GT-Four Group A car here now; we're just waiting for a few final bits now before that will be ready to go out but there have been delays on parts due to Covid. The Group A cars people like to use, and they're certainly

> ***"There's more incentive to do touring events..."***
>
> **Adam Marsden**

Photos: mcklein-imagedatabase.com, Howie Fowler, Rally Replay

Pukka Group Bs are now a rare sight in the line-up

Younger cars look set to join the ranks of classics at major events

Marsden's 200 quattro is a stand-out performer

not afraid to give them a good go."

Another key player in the historic scene is Adam Midghall, who chose to set up a new rally business just as the country was engulfed by the Covid pandemic. Not only that, but he elected to establish Rally Replay in the leafy splendour of West Sussex, better associated with British Racing Green than luridly striped rally machinery.

"We've tried to make a one-stop shop for everything rally-related so that people come in at fan level and enjoy the cars that are on show, and we've got key rings, stickers and T-shirts in the shop," Midghall explains.

"Then we're a Sparco and Race Tech dealer because there's nowhere else in the south for that sort of thing. I'm from the Isle of Man, but when Goodwood is just up the road and so many people go there and need equipment, from a business perspective, it wasn't a question of 'shall we go to Chichester?' it was more 'which part of Chichester shall we go to?'"

Inside Rally Replay's gleaming showroom is a gilded array of machinery, including ex-Sainz and Auriol Lancia Delta Integrales and Juha Kankkunen's 1999 Rally Finland-winning Subaru Impreza WRC. It's very clear that Group A cars are the driving force behind the new business, and from Midghall's cheery demeanour we deduce that business is good.

"Lancia Deltas are our bread and butter, but we will build or prepare anything from a 1960s car to a WRC machine," he says.

"Group B cars are now so valuable that people are less and less inclined to risk them on events. Group A is very much more affordable and therefore usable in that respect."

The value of any old competition car hinges on many different factors from how easy it is to drive as an enthusiastic amateur to the type of events that it can attend... or even the simple question of whether you can take it to the pub and impress your mates. Hence even F1 winners appear comparitively cheap when viewed next to a 1950s sportscar.

The relative lack of kerb appeal meant that Group A's staple of three-box saloons have struggled for attention compared to a svelte Alpine A110 or a raucous Metro 6R4. The other aspect to be borne in mind is how competitive the events are going to be and how much money you want to spend on developing a car to be at the front of the field.

Midghall believes that there has never been a better time to get involved in the Group A scene because, as with all popular historics, the value of the cars can only go up. "The Lancias and, in the last year or so, the Subarus have gone through the roof," he confirms, "but the majority have not really moved up in terms of value.

"Toyotas are very affordable cars. They won championships, they won rallies, but they haven't caught up yet and now that Jari-Matti Latvala has built his cars in Finland, he's actually created a really good parts supply for owners everywhere.

"Lancia parts are easy to get hold of, they've recently started making all the panels again, you can get a brand-new engine and all the parts – they even offer next-day delivery! It's only small silly bits that are problematic like original clips to hold the door cards and things like that. Probably the least plentiful parts are for the Subarus and so if something breaks you have to spend quite an extraordinary amount of money to replace it."

Marsden believes that the enjoyment of the cars and the willingness to take them out is largely down to the nature of the events on offer. "The boys who are doing the Group 4s in championship events for historics… there's bucket-loads of Escorts and Porsches they're all having a go and fitting all of the modern technology that's allowed to run," he says.

"For us there's more incentive to do the touring events and enjoy the cars… hopefully there will be more of those to do but in this country there always seems to be stumbling blocks with Motorsport UK telling us what we can and can't do whereas in Europe they just seem to be able to get on and do it.

"The pleasure of doing events in Europe has always been to hop on a ferry from Plymouth to Santander and there's always lots of good events going on at the other end. We did three on the trot at the end of 2019, we went from Catalunya to Portugal to Verona and it was brilliant. Just take your camper, park up and do your event and it's always seemed a lot easier to do that than to try and do things in the UK."

Mark Constanduros is hoping that his Historic Rally Festival will help shape the way forward for Britain to be able to offer similarly enjoyable events to those on the continent and to give fans the opportunity to see the golden era of the sport recreated before their eyes.

Group A: an age of 'innovation'

One factor that potential Group A owners will ponder is their level of technology and, dare we say it, 'innovation' of the sort that got Toyota a 12-month WRC ban in 1995.

"Everyone was at it in period, but really only Toyota got caught out," confirms Adam Midghall.

If legend is to be believed, the Lancias that are his speciality were exceptional in this regard, but he waves away tales of mechanics having to change the fire extinguisher bottles at every service for murky purposes. "They did that to distract people from other things," he grins. "For instance, there's a cable hanging under the dash [of an authentic replica of Miki Biasion's 1989 Sanremo winner]. It's just a connector, but there are three different resistors you can put it in change the boost level on the car. You put the connector in one resistor at the start of the stage and it's got 380 horsepower. Take it back out again and it's got 280!"

Sitting nearby is Didier Auriol's

Biasion's powerful '89 Lancia

Corsica-winning Ford Sierra from 1988 – except it isn't. "It was a period Group N car in Scotland... and with each owner it got more Group A upgrades. We restored it a few years ago. It's got full FIA papers," Midghall explains.

"It's every bit as fun to drive but more importantly you can go out and use it and not be afraid of damage in the same way that you are with a genuine ex-works car. It has an FIA HTP and an MSUK passport, so you can go and do historic events worldwide."

Big boys' toy shop: Rally Replay hosts ex-works and recreation cars

"The Historic Rally Festival was designed working very closely with Motorsport UK as a benchmark for the future of these events," he said.

"It's a different sort of event, a Motorsport UK-permitted event, because it's multi-venue, which is what has proven to be very successful in Europe but not what we traditionally do in the UK. An event like that allows people to come out in their historic cars and do what the cars used to do in period: they go to Weston Park, do a couple of stages and then go back to Telford for service. Then come back and do a couple more stages and so on."

So confident is Constanduros that Group A is finally coming of age, like a fine wine, that he is taking a number of these cars among a display of genuine title-winning WRC machines to the rarefied Salon Prive concours next month. The times do indeed appear to be changing and, looking ahead, we can expect to see the once-overlooked Group A machines in the vanguard.

Advertising enquiries: 01732 446757

FEATURE

KARUN CHANDHOK

FOLLOWING A BOYHOOD DREAM

James Roberts finds out how the Indian trailblazer broke new ground

Karun Chandhok: in demand as a pundit

Karun Chandhok needs little introduction. Anyone who has watched Sky Sports' coverage of Formula 1 will be familiar with his pitlane and analysis role, studying the details of qualifying laps or heat-of-the-moment on-track incidents.

He has spent the past 20 years in motorsport, either racing behind the wheel or assisting with the FIA driver and single-seater commissions. More recently he has collaborated with a track design company and is a newly appointed board member of Motorsport UK.

Chandhok started 11 grands prix in 2010-11 with HRT and Lotus before becoming the first-ever Indian driver to race at Le Mans. He's competed in the enduro classic five times as well as has raced in series as varied as A1GP, Formula E and GP2.

His father Vicky Chandhok used to compete in, and help organise, the Madras Grand Prix and, in combination with getting sent VHS tapes of Formula 1 races from the UK, it ignited a long-life passion for motorsport in the young Chandhok.

That led him to leave his homeland behind and arrive at a cold Brackley in February 2002 to start a career in British Formula 3.

On a personal note, as a budding journalist it was the first year I was assigned to report on the race series for MN and the first driver I befriended was Chandhok at a winter test in Snetterton.

Armed with your questions we arranged to meet in a pub near Beaconsfield to quiz the driver-turned-pundit on a variety of subjects from him being taught how to make tea by his mechanics to driving Nigel Mansell's Williams in front of the Silverstone crowd.

Question: What is the most challenging corner on the current F1 calendar and has it changed throughout the years?
Jonny Blaze
Via Twitter

Karun Chandhok: "I might have to split this and say the most challenging slow speed corner is Bahrain's Turns 9 and 10. It's very tricky going over the brow and you have to get the nose into the apex, while straightening the wheel quickly.

"In terms of a fast corner, in many ways I still think the Esses at Suzuka are still the biggest challenge. To position and place the car in the right way with the elevation changes too – plus the wind can make quite a difference. If you position yourself slightly wrongly for the first bit, it has a knock-on effect for the next four corners.

Photos: Motorsport Images

Chandhok enjoyed his time with HRT in F1

"What's impressive about Suzuka is the asphalt. It's grippy, but the subtle cambers in the road means they are all positive cambers, so the speed you can carry through the whole track is immense – it's higher than many other circuits. They have done something other tracks should be thinking about."

Question: Sorry, Karun, but you are on death row. What's your last meal? Starter, main and desert please…
Lee Canham
Via email
KC: [Laughs] "Well, I don't know what I've done to deserve to be there! Starter would be a bit of Indian street food, snacks of puffed rice and fried lentils with lots of different chutneys. My main course would be a south Indian dish called dosa, which is a pancake but made out of rice flour which you have with lentils and a coconut chutney. Desert is a tricky one. I would probably say the New York cheesecake you can get from an M&S petrol station."

Question: You have done a lot of TV features and heritage work with Williams driving various cars, which have you most enjoyed?
John Charles
Via email
KC: "My favourite is the Nigel Mansell FW14B from 1992. As a kid growing up I loved Murray Walker talking about Red 5 at Silverstone and Mansell Mania. That was a car I dreamt of driving one day. I drove it on British Grand Prix Sunday morning in 2017. I've also driven it at Jerez and Goodwood and other places."
MN: Is there more than one still running?
KC: "The one I've driven was sold by Williams and now belongs to a private client."

MN: But do you still need the old laptops from 1992 to run it?
KC: "It's a bit of a mish-mash. We had to redo the electronics to get it all to work. So it now has a modern ECU and dash, but you still need the old laptops for the active suspension stuff. We have these laptops in fireproof cases because if you lose those you can no longer run the car…

"You look at the memory card and it's the size of my phone and it's only 1MB. Don't forget the software for the active ride was written in-house by Paddy Lowe and Steve Wise. If the computer goes pop, you'd have to get someone to re-write the software.

"But actually the 2004 Juan Pablo Montoya Williams might be the most impressive F1 car I've driven and that includes Lewis Hamilton's 2019 Mercedes. The latter was amazing and was unquestionably the best racing car I've ever driven, but it wasn't awe-inspiring. I didn't get in that car and think 'this thing is trying to kill me' – that's why you can see young Formula 2 drivers who aren't necessarily winning races at their level, get into an F1 car and be within half a second of the pace.

"It's because the electronics are so good, there's so much downforce and grip and also they are heavy, so everything happens so much slower. You go back to 2004 and the cars were 150kg lighter than a current car. That's about six seconds of weight. Because of that they were so agile and still had 950bhp. The Montoya Williams, the BMW engine screamed with 20,000rpm."

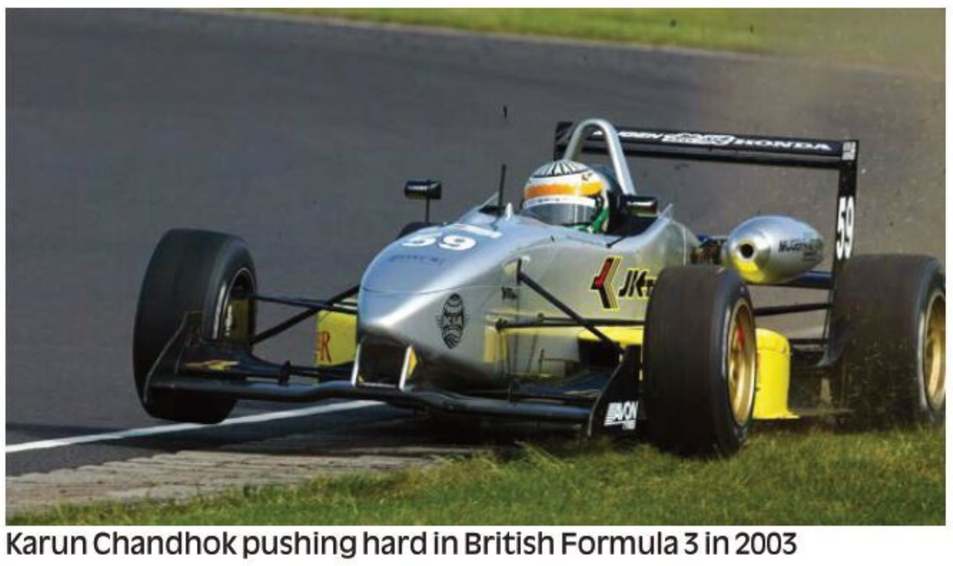
Question: When did you first start watching Formula 1?
Tom Biggs
Via email
KC: "Growing up in India, races weren't broadcast until 1993. Before then, a friend of my dad's – Martin Stone who worked with Carlin for many years – used to record the races for us in the UK and send us VHS tapes. That was from 1987 to 1992, so I was watching British broadcasts with Murray Walker and James Hunt on the BBC and the first one I watched was the 1987 British Grand Prix – I would rewatch it and can still clearly remember the commentary of that first lap."
MN: Funnily enough, we have a question from Martin Stone…

Question: Does your dad still eat those amazing chilli cheese toasties, washed down with a bottle of Kingfisher beer?
Martin Stone
Via Twitter
KC: "Martin first came to India before I was born. He was driving a Formula Ford race and his wheel fell off. So my dad helped him fix the car and Martin went on to be a mechanic for my dad's racing exploits. He was very influential in getting me into the sport and also helpful in getting teams from the UK to compete in the Madras Grand Prix in the early '90s.

"We had Steve Robertson, Warren Hughes, Russell Ingall, Marc Goossens and Edenbridge Racing all coming over and visiting our house and eating chilli toasties and telling stories… And did you know Narain Karthikeyan took Carlin's first ever single-seater win at the Madras Grand Prix in 1998?"
MN: Fast-forward to the first-ever Indian Grand Prix and how it must have felt to have taken to the track in free practice back in 2011?
KC: "It was really special. My dad and I were heavily involved in the running of the race. We first did a tour of India with Bernie Ecclestone back in 2006 looking at various venues and it took five years to

continued on page 22

Karun and his father Vicky (r) have been influential in motorsport



Karun Chandhok pushing hard in British Formula 3 in 2003

Advertising enquiries: 01732 446757

FEATURE

make the race happen. The sport has ebbed and flowed in terms of interest levels in India and that was probably the peak."

Question: If you could choose any F1 team to race for next year, who would it be and why?
@NandoReturns
Via Twitter
KC: "I know there are new regs coming, but I would still say you'd want to be in a Mercedes next year. With Red Bull, there is no Honda next season. Yes, they are taking it in-house and they have done a fantastic job this year – the car is very competitive. But what we have also seen from Sergio Perez's viewpoint is that the car is not easy to drive for everybody.

"It's clearly a car that suits Max's style and you look at what Pierre Gasly has done at AlphaTauri and what Perez has done last year at Racing Point – it just shows, for whatever reason, the second car isn't able to deliver like Max's. That intimates it's built around Max, but if you jump into a Mercedes, it's a car that suits a wider range of drivers."
MN: But Valtteri Bottas has struggled this year hasn't he?
KC: "Bottas is a confusing one because some of his qualifying performances this year have been brilliant. He's been right up there and not far off Hamilton. If you look at his averages in the past three or four seasons, he generally only a tenth off in qualifying. But on the Sundays, Lewis and Max are frankly on a different level to everyone else (and maybe Leclerc).

"In Austria, both were 20 seconds up the road from their team-mates. That just shows their quality. And if you watch them onboard, you see they are coming into a corner and the back of the car starts to get out of line and they catch it – and are gone.

"They still get to the apex and disappear. You watch it and I have to admit I could never do that. They can do it lap after lap while the track and rear tyre temps are through the roof. Not only do they hit the lap times, they can also manage the tyre wear - which nobody else can. They are two extraordinary drivers…

"On the whole Bottas has done a better job against Hamilton than Checo has against Verstappen. Personally, I think it will be nice to see George Russell have a go. If he's smart, he'll go there and will play a watch and listen role for a couple of years.

"This two-year deal is probably Hamilton's last contract, he'll be 38 at the end of it, then Russell can step up to be number one. He can learn a lot from Lewis and shouldn't do what Hamilton did to Fernando Alonso at McLaren in 2007… Russell is astute, but he's ambitious too and he's obviously a very good driver."

Question: Will the new 2022 F1 car have the desired effect of increasing the chances of overtaking?
Joe Benn
Via email
KC: "It depends who you talk to. When you talk to the people at F1 or FIA they say it's going to make a world of difference with regards to being able to follow another car. If you talk to the teams they say it's not going to make much difference and they are spending a lot of money on redesigning a whole different category of car.

"I hope the teams are wrong and F1 are right. When I saw the car initially I was underwhelmed but in the flesh I thought it was cool, it had a futuristic edge to it. We'll have to wait and see."

The British Grand Prix in 1987 was an inspiration

Question: Who do you think was at fault at Silverstone in the shunt between Hamilton and Verstappen?
Ady Baker
Via email
KC: "I think it was a bit more Lewis's fault because he could have – and probably should have – backed out of it a bit earlier because he missed the apex and went deep. But I also say Max could have given him a bit more room. It was an inevitable crash, where you had two pretty stubborn drivers, both chasing the same piece of asphalt.

"If you listened to what both of them said before the race, they did interviews on Saturday evening and Sunday morning, where they both talked about the importance of leading out of Copse. They knew on that opening lap they had to lead coming out of that corner if they wanted to win the race.

"In Max's situation – in the lead of the World championship – even if he'd finished second, he would still be leading the championship by 30-odd points and 18 points is better than zero. I would have given a slightly wider berth in his position. And actually, the Red Bull had such good race pace on the Saturday, he could have jumped back in front on strategy."
MN: Who do you think will emerge on top of the championship this year?
KC: "If you consider his pure talent and ability, Verstappen is a once-in-a-generation freak isn't he? He is exceptional. But we haven't seen him in a championship fight and maybe he will cope with that pressure better than everyone expects, but you don't know until it happens."

Question: Who is the most difficult racer you have ever competed against?
Dave Murkin
Via email
KC: "Pastor Maldonado. Because he was so unpredictable. You always had to watch out for when he has going to give you a little bump and a nudge. I did three years of GP2 with him and whenever you came up against him you were always wary of the lunge that was going to end in tears. Yet out of the car it was incredible, he was like a different personality. He was the most placid, calm, nice guy, but in the car you'd think, 'oh my God, what's he going to do next!'"
MN: Did you have a team-mate who was particularly awkward?
KC: "None really. Amusingly, Bruno Senna was a team-mate in GP2, F1 and also Formula E – three times – which was quite unusual. I've got on with all my team-mates. There have been awkward moments though, including when Steven Kane and I collided at Croft in British F3.

"Driving for Russell Eacott's T-Sport team I won the first race and was leading him into the final corner on the final lap in the second race and he just drove into the back of me.

"He took us both out of the race and Ernesto Viso won and it was particularly awkward as I was giving him a lift back to Northampton. To be fair to Steven, he got out of the car and the first thing he said was 'sorry'. He knew he had cocked up."
MN: What made you so good at Croft?
KC: "I quite liked it: bumpy and unusual. We did a bit of winter testing there. We went in November and it was miserable, it was about as bad as it can get. When we went back in the summer, it suddenly felt quite pleasant. It was a pain to get to and I recall certain journalists going out in the evening with my team boss there… But it was a fun little circuit."
MN: Funnily enough, we have a question here from a certain Mr Eacott of Brackley…

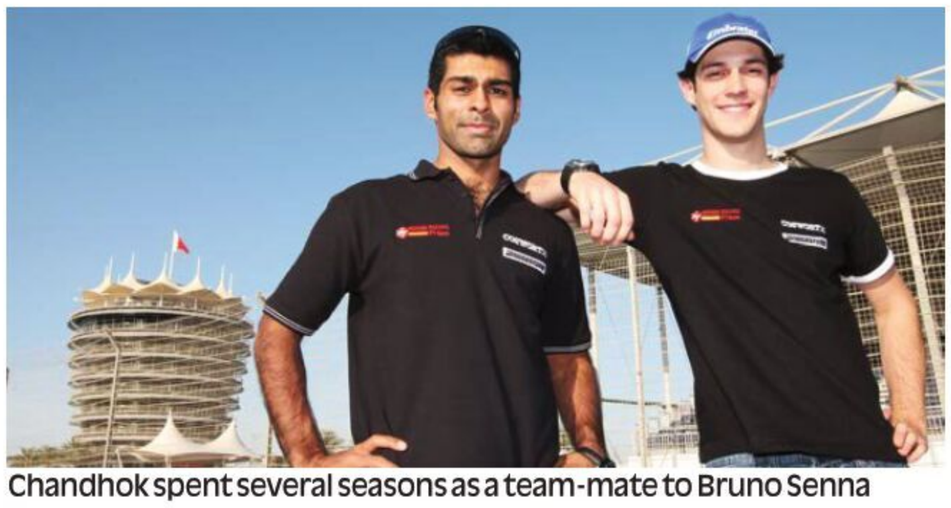
Can you ask Karun if he has learned how to make a cup of tea yet?
Russell Eacott
Via email
KC: "When I first came across to England in 2002, I was racing with T-Sport and I went to the workshop on my first day. The mechanics said to me, 'you're the new guy, it's your turn to make the tea'. I went in and boiled the kettle, but I didn't know what to do next. I'd never made a cup of tea in my life. I stood there next to the kettle and lined up all the mugs… and eventually one of the mechanics helped me. After that it became a running joke that every time I shunted, I had to make the tea. And yes, I did make a lot of tea in that first year."
MN: How did it feel at that time setting foot in that world after coming from Madras?
KC: "It's really funny, because we had been over here on family holidays and I'd been to watch Narain Karthikeyan race at Silverstone in 1998. I was 16 years old and I'd won a ticket to travel to the UK in my school's raffle. But typical Narain, he'd forgotten to book me a hotel room, so I stayed five nights in five different hotels. On one night Narain and I shared a room at the junction 10 Travelodge on the M40. He complained about my snoring; I complained about his – it was very funny.

"But I remember boarding the Lufthansa flight with my dad and landing at Heathrow on February 1, 2002. Before I'd only ever been in the summer school holidays and suddenly it was dark and cold. It was a shock to the system. I went up to T-Sport in Brackley to have a seat fitting and was asked where I was staying and the Holiday Inn at Heathrow was our address.

"So we went to Brackley and drove around the town to look for somewhere to live and I asked the estate agent whether this was the suburbs of Brackley? We had

"When I came to the UK, I couldn't make tea"

Karun Chandhok


Chandhok spent several seasons as a team-mate to Bruno Senna

Chandhok has been entrusted to demo the Williams FW14 B

done three laps of the town and only then it dawned on me that I was going from a city of 11 million people in Madras to a town of 11,000 in Northamptonshire in the middle of winter.

"To be honest, as a non-European, and it's the same of the Aussies and South Americans, coming over here, it toughens you up. You're giving up a comfy life. I could have carried on living in India, a few miles from the beach, but when your family puts all the money they have into this, you have to make it work and you get into this mindset.

"If you don't get up and go running in the winter, there is someone else who is. It focuses your mind and you get a new depth of motivation when you live in those circumstances. It's easy to get depressed and some drivers do and go back home – or it can mentally toughen you up. Fortunately for me it was the latter.

"I grew up five years in that first year living abroad. You're out there with your race team trying to make it work and make friends. It's a massive shock to the system. My first year living away from home – I couldn't cook. I could only make scrambled eggs. I would buy Flintstones Breakfast Boulders kids cereals from Tescos. I was still a vegetarian at the time, so for lunch would eat the same egg salad sandwich from a shop in town. I learnt how to boil some pasta for dinner and get a jar of sauce and pour it in. Finally, I had to call the team's truckie to ask how to boil an egg as I kept cracking the things… That's all I ate for the first year."

Question: What were the circumstances that led to your Lotus/Caterham F1 drive?
Kate Nicholls
Via email
KC: "Well, if you remember, you were the first person I told! Caterham boss Tony Fernandes said to me on the Silverstone grid that I was going to be put in the car in the next race in Germany and you happened to bump into me in the pitlane immediately after that. It was bizarre!"
MN: I don't remember it being in MN that week! Maybe you told me to keep it a secret…
KC: "I replaced Jarno Trulli who was having a problem with the power steering on the car. Fernandes got fed up with Trulli complaining and stuck me in the car instead. To be honest the whole year was a mess and it was one of my least enjoyable years in motorsport.

"I signed up believing I was going to get testing and a bunch of Fridays and a race seat in Korea and India. My motivation was to do the Indian Grand Prix. I quickly realised the whole team was in chaos, the internal politics, the in-fighting. Tony was not really present as he was running the airline and had other businesses, but he insisted on making all these maverick decisions.

"Tony signed a contract with me but didn't tell anyone in the team I was coming. So I was dumped on the team who didn't want me - their noses were put out of joint - the whole thing was a shit show and I fell out of love with F1 at that point."
MN: And yet if you'd told the young boy who was watching the 1987 British Grand Prix that he'd one day be in a Formula 1 race, he would have been so excited…
KC: "To be honest 2010 [at Hispania] was actually quite good fun. Despite the car being a shitbox and the Spanish fighting with Colin Kolles, that year was about fulfilling a life's ambition. It was the kid living the dream and no-one can take it from you – you were a Formula 1 driver. In 2011 at Caterham, the team didn't want me. I was a spare part. I'd go to the factory and just wander around like a lost puppy. I didn't have engineers of my own to talk

continued on page 24

His first season in the UK was in 2002, racing for T-Sport in the National Class. Chandhok finished sixth

The chance of a lifetime: running in Free Practice at the Indian Grand Prix in 2011 at the wheel of a Lotus

Advertising enquiries: 01732 446757

FEATURE

Watch that trophy: Chandhok is wary of Pastor Maldonado

The esses at Suzuka are still one of the most challenging pieces of Tarmac according to Chandhok

to. The only enjoyable part of that year was doing simulator work over at Red Bull."

MN: Looking back at the HRT year does it make you smile?

KC: "It's funny now, but at the time it was quite stressful. In Barcelona I walked into the garage with my race suit and helmet on and Christian Klien walked in also dressed with his helmet about to get into the car. This was 15 minutes before the start of FP1. We both asked each other: 'What the f**k are you doing?' I looked around the car and on one side it had my name on it and on the other Christian Klien's.

"I asked the race engineer what was going on and who was driving the car? And he had no idea! None of us knew what was happening but Kolles had done a deal for Klien to drive my car in FP1s and hadn't told me. Looking back, it was very amusing."

Question: What is the biggest row you've ever had?

Lucas Pattenden
Via email

KC: "Probably with the security guards at Le Mans. It's often when I want to cycle the track and then come up to the Porsche curves and they have put a temporary barricade up, which you then climb over and carry on, and despite having all the right passes, some guy chases you down and starts shouting."

MN: What was the experience of racing at Le Mans like?

KC: "It's amazing. It wasn't really on my radar. As a young driver chasing the F1 dream you are so focused on that pathway that it was never really something that I thought about. I remember talking to Anthony Davidson in 2011 [who was doing Radio 5 Live commentary] who said to me I should consider sportscars because he said I looked so miserable in F1. Do Le Mans and you'll love it. And he was absolutely right. I did it five times and in 2012 I made history as the first Indian to race in the 24 hours. It's quite a thing to achieve out of a country of 1.2 billion.

"I'm not particularly emotional, but I remember on race day, coming out of the pits and on the right-hand side I saw a whole bunch of Indian flags. It was cool they had made the trip to Le Mans.

"Driving at night is extraordinary as you go into this surreal tunnel vision. In the forest, it's completely pitch black and you just have the headlights picking up the bumps and crests in the road – and it's so quick.

"In four of the Le Mans I did, I ended up with the graveyard shift, 0200hrs-0600hrs. That's brutal because you don't sleep. In 2013 I was in the car for three hours and 41 minutes through the night and my brain was fried as it was drizzling in one part of the track and dry the other. You can't see – but it's an amazing challenge."

MN: How do you recover from that?

KC: "I was lucky as in the first year I did it, David Brabham was my team-mate and gave me a great piece of advice: when you get out of the car, he said 'switch off'. So after a stint you naturally want to listen on the radio and look at the times, but he said when your team-mate is driving you have no control over it. The best thing to do was switch off and that's what I did.

"One year in a LMP1 car I was doing 200mph towards Indianapolis corner late at night and saw a cloud of smoke. And thought, 'shit, someone's blown an engine and there's oil everywhere' so I lifted off and as I went through it I could smell burgers. Obviously the

"I feel that Formula E could do something radical"

Karun Chandhok

The first Le Mans shot was in a HPD in 2012

world's largest BBQ had just been lit…"

Question: If you could pick two team-mates for a future assault at Le Mans, who would they be?
Russell Scobbie
Via email
KC: "I quite like the idea of doing Le Mans with an Indian team. It would be quite nice to do it with Jehan Daruvala, who is doing well in F2 and Arjun Maini, who is a young kid I used to manage. He did Le Mans last year. They are two young good drivers and I think we could have a cracking result."
MN: An all-Asian squad racing at Le Mans with you at the helm. I seem to remember your dad telling me that idea during your British F3 days. MN reported it but it never materialised, I hope it wasn't an April fool's prank…

Question: What do you think the future of the F1 engine regs should be? Electric? With more manufacturers pulling out of the series, do you think Formula E is doomed?
Liam Humphreys
Via email
KC: "Firstly, Formula E has got its place but what has become clear by the exodus of the three manufacturers is that it doesn't seem as appealing as they once thought it would be. Clearly they are not seeing the technological development they were hoping for.

"Racing on city streets is appealing, but I think they should do something radically different in their format. Trying to be another championship that does qualifying and a race in a standard format has not worked for them so far. It's not fast and spectacular like sportscars or F1 and it hasn't drawn in the huge TV numbers.

"They need to be braver and bolder. Why not do a race of champions style knockout tournament? I feel they could be more radical.

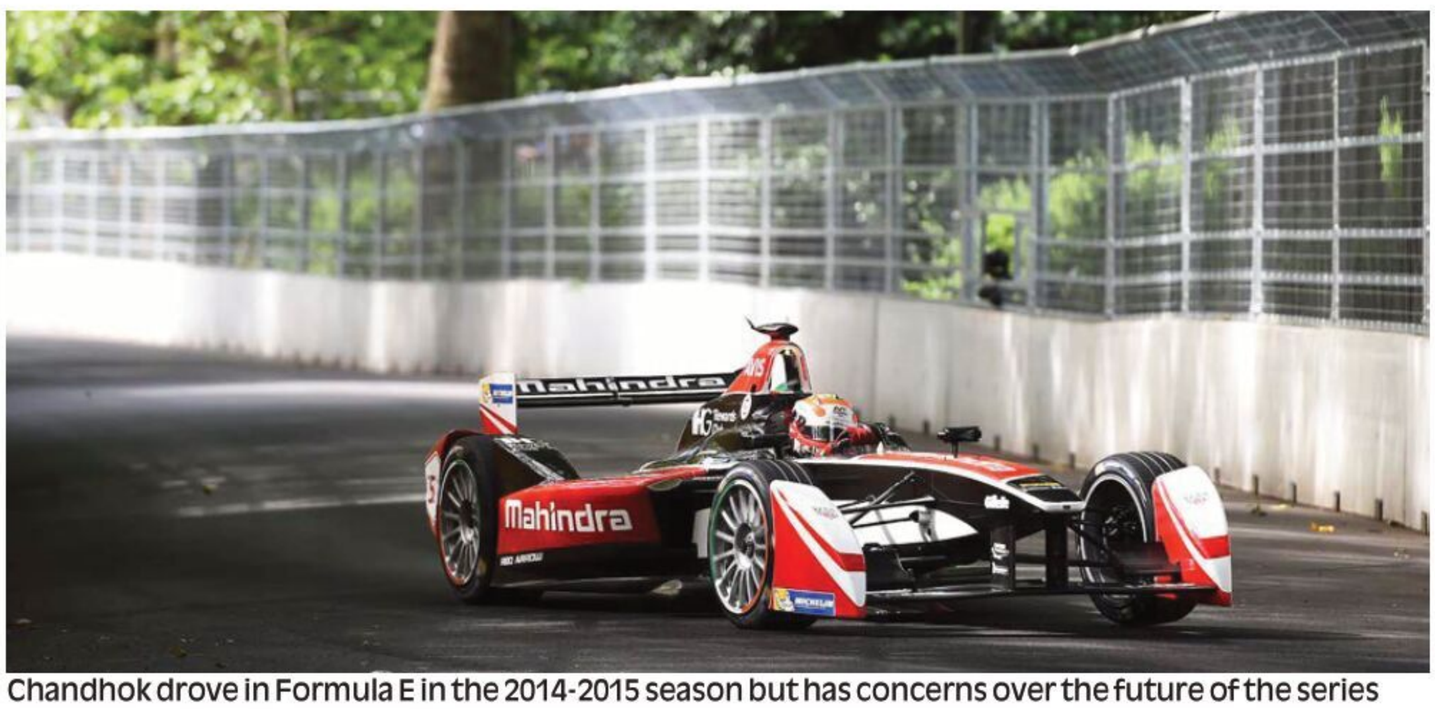
"As far as F1 is concerned you have already got the automotive industry ploughing billions into EV research. I believe F1 has to look at what else is out there. Through government regulation manufacturers are being forced to develop EVs. That's fine from an environmental standpoint, but it's potentially curbing innovation and engineering ingenuity in other areas.

"Perhaps if the auto industry was given a green target you might find some manufacturers doing hybrids, others looking at biofuels or maybe hydrogen. That's why F1 should do something different. They could do the biofuel side and could even go back to V10s. Non-hybrids, so we get rid of 100kg of weight of battery and a normally-aspirated V10 on biofuels - maybe that's the future?"

Question: As well as your TV work for Sky F1 and Fifth Gear, what else is keeping you busy?
Charlie Osborne
Via email
KC: "I'm working with a company called Driven International and we're designing new circuits. We did the redesign for Abu Dhabi to help aid overtaking and have new projects in Hawaii, the Middle East, Canada and also in Zambia.

"We have a system where we get a plot of land and sketch up to six different layouts on a bit of paper. Then we narrow it down to two with a more detailed drawing and one guy makes a sim model of the circuit so we can drive it on a computer. In my sim I can now drive F1, F2, F3 or even GT cars to test how good the track is. The track in Hawaii is for track days, so we run Ferrari and Porsche models on it.

"Also I'm now on the board of Motorsport UK. I started off as a consultant on the Formula 4 project at the start of the year and found that very interesting. I've got experience of working on the FIA's driver and single-seater commissions, so being on the board of the UK ASN gives me a chance to give back to the sport. Finally I still do bits with Williams heritage, a bit of historic racing at Goodwood – no two weeks are the same. It's a long way from not knowing how to make the tea in British F3…" ■



Chandhok drove in Formula E in the 2014-2015 season but has concerns over the future of the series

Keeping the racing juices flowing: the Indian takes part in classic events like the Goodwood Revival

PERFORMANCE LUBRICANTS

SPECIALIST

Oil is the lifeblood of an engine and performance vehicles need only the best lubrication to win under arduous conditions. Motul has a long history of 168 years as a lubricant specialist with a huge reputation in the automotive world. In 1953, Motul was the first lubricant company to develop multi-grade oil. Today, Motul offers a reliable and unbeatable range of quality lubricants, used by drivers and race teams, mechanics and technicians across the world.

Motul's 8100 X-Power 10W60 is a fully Synthetic engine lubricant, approved by many different OEM's. Specially designed for high performance cars with naturally aspirated, compressed or turbocharged petrol engines.

Motul in the UK deals with Witham Motorsport as its partner for car products. Witham Motorsport has an impressive track record for service and technical know how and are able to provide the whole range of Motul automotive engine oils, brake fluids, gear oils, coolants, as well as useful engine care and cleaning solutions, technical support and a whole lot more for garages and workshops.

To order online or for more information contact:
01353 723373 **motul@withamgroup.co.uk**

withammotorsport.co.uk

witham Motorsport OILS

MOTUL

OFFICIAL LUBRICANT PARTNER

GETTING OVER THE LINE

TECHNICAL COLUMN PROVIDED BY WITHAM MOTORSPORT – DISTRIBUTORS OF MOTUL AUTOMOTIVE LUBRICANTS

How Motul products became the go-to supplier for one of the leading historic motorsport preparation firms in the United Kingdom

For more than 30 years, Andy Harrison has been running Acespeed Historic Motorsport, a specialist restoration, servicing and repair company for classic cars. But a chance meeting with Motul's boss back in 2009 led to him changing oil brands – and he hasn't looked back. Now, he trusts Motul in the rare and wonderful cars he services, as well as his own racing machines.

Harrison (inset, left) was introduced to Motul at Le Mans, and now wouldn't be without the product

Harrison has been a regular at Goodwood and has handled some of motorsport's most famous cars

Question: How did you get involved with Motul, Andy?

Andy Harrison: "It started after I went to the 24 Hours of Le Mans in 2009 [when I was there] as a hospitality guest. I got chatting to somebody in the VIP lounge who turned out to be Motul's chief executive. We had already been using Motul at work and he asked me a few questions about what I thought of Motul sponsoring the race. I said: 'I can't think of a better thing for a lubricant company to sponsor than a 24-hour race if you want to prove your product works'. He was impressed by this answer and it was the start of my relationship with the brand."

Question: What is the relationship with you and Motul now?

AH: "Before I knew it, I was promoting Motul, started using it in my race car and we changed all our oil supplies to Motul.

"So, now all our service customers use it. It's a brilliant relationship. It's win-win both sides. From my point of view, I'm loving it. I have great customer support when I need questions answering, and they're giving me good feedback. We also run 'Motul Monday' on social media, where every Monday we share pictures of Motul-derived things in the workshop with our followers to wish them a happy week."

Harrison is proud of his Ford-based single-seater

Question: What is it about the products that attracted you!?

AH: "We strip our race engines down every other race, and we have never known so little wear pattern since we started using Motul's products. I heard on the grapevine that 20W-60 was a good oil, so I put some in the race car, tested it on the dyno and noticed a small performance increase. We stripped the engine and gearbox down after the first race, and it was unbelievable: we had zero problems. It's a phenomenal oil."

Question: What does Acespeed Historic Motorsport do?

AH: "We specialise in British 1960s and 1970s classics. We do a lot of prep on Minis, Formula Juniors, MGs, Jaguars, but also Alfa Romeos, Fiats and even the occasional Ferrari. So, it's quite a range of cars we look after."

Question: We heard about your rather special single-seater Ford. Can you tell us more about it?

AH: "It's a Ford-based single-seater from the 1960s, and we've used it as a demo car at The Classic. It was built to race at Goodwood. We run it on full Motul products. From antifreeze through to the gearbox oil, it is all Motul based. And we've now started even using Motul cleaning products on it. It fits in with the Motul red. We've got the classic Motul badges on it and I have the Motul badge on the helmet."

What is your background?

AH: "Racing's my main thing. We race at Silverstone Classic, Goodwood, Spa, Pau, we've even raced at Sebring. We go wherever we get invited. At the moment I'm racing an Alfa Romeo and a little single-seater Formula Junior, and we're building a famous Formula Ford, which we'll race."

"We stripped down the engine and gearbox, and we've had zero problems. Motul is phenomenal"

For more information please contact Witham Motorsport:
01353 723373 motul@withamgroup.co.uk
withamgroup.co.uk

Advertising enquiries: 01732 446757

LE MANS REPORT

IN BRIEF

Sad for Merriman
The 62-strong entry was reduced to 61 cars after IDEC Sport withdrew its Oreca 07 after a hefty crash from Dwight Merriman in practice. For the second year in a row, the American internet executive was a non-starter.

Old and young
G-Drive LMP2 racer Franco Colapinto took honour of the youngest driver at aged 18 with American Dom Bastien, a Porsche Am driver, the oldest at 75.

Girl power
Two all-female crews were in the 2021 entry, one in LMP2 and one in GTE Am. Sophia Floersch was eliminated in the Richard Mille Racing Team Oreca after a collision with Franco Colapinto and then a second impact with Tom Cloet. While with the Iron Lynx Ferrari of Rahel Frey/ Michelle Gatting/Sarah Bovy, Bovy made her Le Mans debut in the Ferrari that finished 36th.

Innovation at the flag
The Innovative class entry took 32nd overall. Mathieu Lahaye was joined by 500cc motorcycle podium finisher Takuma Aoki and Belgian Nigel Bailly. The two paraplegic drivers did an impressive job.

Crews hard at work
Two teams faced a rush job to make it to the grid. After Kevin Estre shunted the works GTE Pro Porsche a second chassis had to be readied during Friday while Inception Racing had to rent a Ferrari from Iron Lynx after Ollie Milroy crashed the original car at the end of Thursday practice. The car was completed and scrutineered just in time for the warm up. The car took 41st overall after a wheel came adrift after a pitstop.

Britons take Legends
Shaun Lynn and James Cottingham took an Endurance Racing Legends win each. Cottingham's Dallara SP1 led the opener from the similar car of Florent Moulin and Lynn's Bentley Speed 8. When Cottingham's water temperatures' went up, he backed off only to have water pour out of the car and he slithered off the road at the Porsche Curves and dropped a lap. Lynn came through to win, while Cottingham made amends on Saturday with a dominant win from Lynn and Moulin.

Le Mans Cup winners
Michelin Le Mans Cup wins fell to Tony Wells/Colin Noble (Ligier JS P320 Nissan) and Michael Kranz/Ugo de Wilde (Duqueine M30 - D08 – Nissan). Matt Bell took a third in the opener for Cool Racing ahead of United Autosport's Andy Meyrick.

Joy for Jones
A mixed bag of Porsches suffered a frustrating safety car-affected race on Saturday morning in which Nick Jones (911 GT3 R) took a fifth and Charles Rainford sixth in his Carrera Cup GB mount.

The victorious GR010 line-up claim the trophies

Toyota staged a formation finish

TOYOTA DELIVERS AS HYPERCAR IMPRESSES

The Japanese firm made it four outright wins as Mike Conway, Jose Maria Lopez and Kamui Kobayashi land the big one. By David Addison

Finally. After years of trying and bad luck tripping them up, the Toyota Gazoo Racing trio of Mike Conway, Kamui Kobayashi and Jose Maria Lopez finally scored the Le Mans win that had been in the post for them for such a long time.

In truth, it was an easier race than they may have expected and one that surprised people as in the first year of the new Hypercar regulations, the cars were more reliable than expected. Pre-race there was talk of all of the cars having problems and should they lose around 20 minutes in the pits, then they would struggle to overcome the LMP2 brigade that in turn was expected to produce an intense battle. As it turned out, they Hypercar reliability was exemplary with all five finishing and the Toyotas, with issues admittedly, trouncing the opposition.

With the new Glickenhaus effort having shown teething troubles in earlier World Endurance Championship races, the cars weren't considered a real threat to the Toyotas and the Alpine Elf Matmut entry was always on the back foot, its grandfathered status meaning it was both heavier than the Toyotas and also limited on fuel so it was needing to do fewer laps per stint than the Gazoo Racing effort and hence more pitstops. All the French team could hope for was better reliability.

The biggest scare for Toyota came on the first racing lap of the race. With heavy rain falling in the half an hour before the start, a soaking wet track caused the race officials to give the cars and extra two formation laps. When the cars went racing on lap three, Conway hit the front from pole with Sebastien Buemi in the second Toyota slotting in in behind of the run up to the Dunlop Esses. Drama wasn't far away as Olivier Pla (Glickenhaus 007) looked to pass the Swiss driver and found himself unable to slow for the corner as he aquaplaned up the inside.

As Buemi turned in there was contact which damaged the Glickenhaus an turned around Buemi who was fortunate to get going in time before the traffic descended upon him. As he rejoined, he was instructed to do a power cycle, meaning that the car needed to stop and be reset out on circuit, risky with the GT traffic hurtling by. Then, on stone-cold tyres,

He ended up off the road again at Arnage as he went straight on. Frustrated, Buemi ended the lap 58th and with a fight on his hands. Pla, meanwhile, had suffered damage and was deemed the guilty party, the Frenchman copping a 10-second penalty to be served at his first pitstop for causing the collision.

As Buemi charged back into contention, Conway led Nicolas Lapierre in the Alpine, but the Frenchman had a spin exiting Indianapolis that gave the Brit a free ride up front, the #7 Toyota was building a gap to the rest, but by lap 17 it was the expected Toyota 1-2 as Buemi had carved his way through the traffic and was up to second behind Conway, although the gap was one that the #8 trio of Buemi, Kazuki Nakajima and Brendon Hartley struggled to reduce.

Conway, Kobayashi and Lopez weren't totally trouble-free themselves as two early stints were affected by slow punctures but they were able to recover from the delay and edge away once more. Only in the final few hours of the race did the Toyota effort seem to be beatable as both cars started to suffer from fuel pick-up problems, the second car suffering first and needing to do shorter stints to slosh in more fuel.

A further minute was lost by car #8 as it needed to stop and perform another system reset, and that dropped it off the lead lap and gave hope to the Alpine team behind. However, soon after #7 went the same way and although the pair had enough time in hand, the pace was reduced a little and the stint length dropped from 13 that they had been doing to 10 and 11-lap stints. Indeed, a six-lap stint occurred for #8 which was for a door issue and contributed to the time lost. Replacing the fuel filters would have taken 25 minutes and cost the team the race.

Conway, having started the race, watched Japanese team-mate Kamui Kobayashi bring home the car, while Lopez became the first Argentine winner of Le Mans since Jose Froilan Gonzalez in 1954. Buemi, Nakajima and Hartley bagged took second, with the Kiwi setting fastest lap, while the Alpine of Lapierre, Mathieu Vaxivierre and Andre Negrao took third after Lapierre's spin

'Toyota might never have it this easy again'

Both Glickenhaus ran strongly

Photos: Motorsport Images

LMP2

HEARTBREAK IN LMP2 FOR KUBICA AND CO

It all came down to the last lap. After a race-long fight full of drama and surprises, the last lap was the sting in the tail for leaders Team WRT.

The Belgian team, chasing the Audi LMDh programme, entered the last lap with a 1-2 result on the cards when the leading Oreca 07-Gibson of Yifei Ye/Robert Kubica/Louis Deletraz stopped with an electrical problem causing a complete loss of power. Suddenly, the sister car of Robin Frijns/Ferdinand Habsburg/Charles Milesi took over the lead, it delayed when the car's onboard air jacks failed necessitating the use of an inflate jack and the option to do only front or rear tyre changes at a pitstop. Frijns led but was being reeled in by JOTA's Tom Blomqvist (Oreca 07-Gibson) with the charging to the line fighting for the win, Frijns just getting the nod by 0.7s. Blomqvist, Sean Galael and Stoffel Vandoorne did an excellent job to work into contention, a minor glitch on Sunday being Blomqvist couldn't find his radio once in the car, only to be reminded it was still velcroed to his helmet.

United Autosports had a torrid race, championship leader Phil Hanson's car finishing 40th after endless delays with electrical dramas.

Frijns, Habsburg and Milesi didn't expect to be the winning WRT crew but stepped in amid late drama

Alpine completed the podium

and Vaxivierre dropping the car in the gravel at the first Mulsanne chicane, thankfully without damage, but their hopes of taking the race from faltering Toyotas remained a dream.

Fourth and fifth were the two Glickenhaus entries, which surprised, perhaps astonished, many by surviving as well as they did. Le Mans likes an underdog story but the American movie director Jim Glickenhaus talked a good tale pre-race that seemed unlikely to come good. But it did.

Pla survived his contact with Buemi and the cars were amazingly reliable for the niche constructor, and with limited testing and a far smaller budget than Toyota, Glickenhaus did an outstanding job to get the Pla, Pipo Derani, Franck Mailleux entry home in fourth (a late full-course yellow stopping their dream of a podium as they dropped too much time to the Alpine) and Richard Westbrook/Romain Dumas/Ryan Briscoe fifth, the cars' only real problems being pitstop-related with penalties coming for having mechanics working on the car when the engine was running. These areas aside, it was a mightily impressive debut for the team.

For Toyota, it was history made as the manufacturer kicked off the Hypercar era with a fourth-straight win. With Audi, Peugeot, Ferrari and Porsche all waiting in the wings, the 24 Hours is set to grow once again and Toyota may never have it so easy again.

LM GTE PRO

AF CORSE SPRINGS A SURPRISE IN GT PRO

Ignore Ferrari at your peril. That was the message as the GTE Pro fight took shape, the Prancing Horses having been overshadowed in qualifying but dominant in the race. AF Corse's 488 GTE of Alessandro Pier Guidi/James Calado/Come Ledogar was unstoppable and assumed a lead it was never to lose by midway.

The pace of the Ferraris surprised many, especially as they had been pegged back a little with a BoP change pre-race. The car's race pace was excellent and though the other AF Corse of Sam Bird/Daniel Serra/Miguel Molina was delayed by incidents and a tyre delamination for Bird, #51 was unstoppable. A brake change in the 19th hour lost them time to the Corvette of Antonio Garcia/Nick Catsburg/Jordan Taylor, but in truth the 'Vette, new to Le Mans, never had the pace. Porsche was on the back foot when an early safety-car phase separated the two works cars from the opposition and they never pulled back the time, the effort affected by Kevin Estre stacking one car in Hyperpole and a new chassis needing built up, though Estre, Neil Jani and Michael Christensen did take third in class as a consolation.

Briton James Calado was the anchor of the winning Ferrari

LM GTE AM

TROUBLE-FREE FERRARI BEATS ASTON

On a weekend when the race was started by Ferrari chairman John Elkann, a second AF Corse Ferrari win came in GTE Am where Francois Perrodo/Nicklas Nielsen/Alessio Rovera hung on to take a win after a trouble-free 24 hours.

Opposition came from TF Sport's Aston Martin Vantage of Ben Keating/Dylan Pereira/Felipe Fraga, but pitstop penalties and Keating's pace contrived to keep the car around a minute adrift from Sunday morning onwards.

Third in class was the iron Lynx Ferrari 488 GTE of Callum Ilott/Matteo Cresoni/Rino Mastronardi which had a clear run to a solid podium after AF Corse's second car of Thomas Flohr/Giancarlo Fisichella/Francesco Castelacci hit trouble in the night.

The Porsche effort faded with problems, largely damage-related after hitting kerbs, Marcos Gomes crashed out the factory Aston Martin entry on Saturday evening forcing a safety car period and Pierre Ehret crashed the Rinaldi Racing Ferrari in the 21st hour causing retirement with damage.

RESULTS

LE MANS 2021
Where: La Sarthe, France When: August 21-22

POS.	CLASS	DRIVER 1/DRIVER 2	TEAM-CAR	LAPS
1	HY	Mike Conway/Kamui Kobayashi/Jose Maria Lopez	Gazoo Racing Toyota GR010	371 laps
2	HY	Sebastien Buemi/Kazuki Nakajima/Brendon Hartley	Gazoo Racing Toyota GR010	369 laps
3	HY	Andre Negrao/Nicolas Lapierre/Matthieu Vaxiviere	Alpine Matmut Alpine A480	367 laps
4	HY	Luis Felipe Derani/Franck Mailleux/Olivier Pla	Glickenhaus Racing 007 LMH	367 laps
5	HY	Ryan Briscoe/Richard Westbrook/Romain Dumas	Glickenhaus Racing 007 LMH	364 laps
6	**LMP2**	**Robin Frijns/Ferdinand Habsburg/Charles Milesi**	**Team WRT Oreca 07**	**363 laps**
7	LMP2	Sean Gelael/Stoffel Vandoorne/Tom Blomqvist	Jota Oreca 07	363 laps
8	LMP2	Julien Canal/Will Stevens/James Allen	Panis Racing Oreca 07	362 laps
9	LMP2	Paul di Resta/Alex Lynn/Wayne Boyd	United Autosports Oreca 07	361 laps
10	LMP2	Jakub Smiechowski/Renger van der Zande/Alex Brundle	Inter Europol Competition Oreca 07	360 laps
11	LMP2	Paul Lafargue/Paul-Loup Chatin/Patrick Pilet	IDEC Sport Oreca 07	359 laps
12	LMP2	Roman Rusinov/Franco Colapinto/Nyck De Vries	G-Drive Aurus 01	358 laps
13	LMP2	Roberto Gonzalez/Antonio Felix da Costa/Anthony Davidson	Jota Oreca 07	358 laps
14	LMP2	Rene Binder/Guillermo Rojas/Tristan Gommendy	Duqueine Team Oreca 07	358 laps
15	LMP2	Henrik Hedman/Ben Hanley/Juan Pablo Montoya	Dragonspeed Oreca 07	357 laps
16	LMP2	Frits van Eerd/Giedo van der Garde/Job van Uitert	Racing Team Nederland Oreca 07	356 laps
17	LMP2	Esteban Garcia/Loic Duval/Norman Nato	Real Team Racing Oreca 07	356 laps
18	LMP2	Dennis Andersen/Ricky Taylor/Marco Sorensen	High Class Racing Oreca 07	353 laps
19	LMP2	Vincent Capillaire/Arnold Robin/Maxime Robin	Dirob by Graff Oreca 07	352 laps
20	**GT Pro**	**Alessandro Pier Guidi/James Calado/Come Ledogar**	**AF Corse Ferrari 488 GTE Evo**	**345 laps**
21	GT Pro	Antonio Garcia/Jordan Taylor/Nicky Catsburg	Corvette Racing Corvette C8.R	345 laps
22	GT Pro	Kevin Estre/Neel Jani/Michael Christensen	Porsche GT Team M Porsche 911 RSR	344 laps
23	GT Pro	Gianmaria Bruni/Richard Lietz/Frederic Makowiecki	Porsche GT Team Porsche 911 RSR	343 laps
24	LMP2	Miroslav Konopka/Oliver Webb/Matej Konopka	ARC Bratislava Oreca 07	342 laps
25	**GT Am**	**Francois Perrodo/Nick Nielsen/Alessio Rovera**	**AF Corse Ferrari 488 GTE Evo**	**340 laps**
26	GT Am	Ben Keating/Dylan Pereira/Felipe Fraga	TF Sport Aston Martin Vantage AMR	339 laps
27	GT Am	Matteo Cressoni/Rino Mastronardi/Callum Ilott	Iron Lynx Ferrari 488 GTE Evo	338 laps
28	LMP2	James Winslow/John Corbett/Tom Cloet	Racing Team India Ligier JSP217	338 laps
29	LMP2	Anders Fjordbach/Jan Magnussen/Kevin Magnussen	High Class Racing Oreca 07	336 laps
30	GT Am	Claudio Schiavoni/Paolo Ruberti/Raffaele Giammaria	Iron Lynx Ferrari 488 GTE Evo	335 laps
31	GT Am	Christian Ried/Jaxon Evans/Matt Campbell	Dempsey-Proton Racing Porsche 911 RSR	335 laps
32	Inv	Takuma Aoki/Nigel Bailly/Matthieu Lahaye	Association SRT41 FRA G Oreca 07	334 laps
33	GT Am	Satoshi Hoshino/Tomonobu Fujii/Andrew Watson	D'Station Racing Aston Martin Vantage AMR	333 laps
34	GT Am	Andrew Haryanto/Alessio Picariello/Marco Seefried	Absolute Racing Porsche 911 RSR	332 laps
35	GT Am	John Hartshorne/Oliver Hancock/Ross Gunn	TF Sport Aston Martin Vantage AMR	332 laps
36	GT Am	Rahel Frey/Sarah Bovy/Michelle Gatting	Iron Lynx Ferrari 488 GTE Evo	332 laps
37	GT Pro	Daniel Serra/Miguel Molina/Sam Bird	AF Corse Ferrari 488 GTE Evo	331 laps
38	GT Am	Robert Renauer/Ralf Bohn/Rolf Ineichen	Herberth Motorsport Porsche 911 RSR	330 laps
39	GT Am	Thomas Flohr/Giancarlo Fisichella/Francesco Castellacci	AF Corse Ferrari 488 GTE Evo	329 laps
40	LMP2	Philip Hanson/Fabio Scherer/Filipe Albuquerque	United Autosports Oreca 07	328 laps
41	GT Am	Brendan Iribe/Ollie Millroy/Ben Barnicoat	Inception Racing Ferrari 488 GTE Evo	327 laps
42	GT Am	Julien Andlauer/Dominique Bastien/Lance Arnold	Dempsey-Proton Racing Porsche 911 RSR	327 laps
43	GT Am	Michael Wainwright/Benjamin Barker/Tom Gamble	GR Racing Porsche 911 RSR	322 laps
44	GT Pro	Tommy Milner/Nick Tandy/Alexander Sims	Corvette Racing Corvette C8.R	313 laps
NC	LMP2	Robert Kubica/Louis Deletraz/Yifei Ye	Team WRT Oreca 07	362 laps
NC	LMP2	Ryan Cullen/Oliver Jarvis/Felipe Nasr	Risi Competizione Oreca 07	275 laps
R	GT Am	Pierre Ehret/Christian Hook/Jeroen Bleekemolen	Rinaldi Racing Ferrari 488 GTE Evo	271 laps
R	LMP2	Patrick Kelly/Gabriel Aubry/Simon Trummer	PR1 Motorsports Mathiasen Oreca 07	261 laps
R	GT Pro	Dries Vanthoor/Alvaro Parente/Maxime Martin	Hub Auto Racing Porsche 911 RSR	227 laps
R	GT Pro	Cooper MacNeil/Earl Bamber/Laurens Vanthoor	Weathertech Racing Porsche 911 RSR	139 laps
R	GT Am	Dennis Olsen/Anders Buchardt/Robert Foley	Team Project Porsche 911 RSR	138 laps
R	GT Am	Takeshi Kimura/Scott Andrews/Mikkel Jensen	Kessel Racing Ferrari 488 GTE Evo	128 laps
R	GT Am	Thomas Neubauer/Rodrigo Sales/Jody Fannin	JMW Motorsport Ferrari 488 GTE Evo	109 laps
R	GT Am	Duncan Cameron/David Perel/Matthew Griffin	Spirit of Race Ferrari 488 GTE Evo	109 laps
R	LMP2	John Falb/Roberto Merhi/Rui Andrade	G-Drive Aurus 01	108 laps
R	GT Am	Roberto Lacorte/Giorgio Sernagiotto/Antonio Fuoco	Cetilar Racing Ferrari 488 GTE Evo	90 laps
R	GT Am	Egidio Perfetti/Matteo Cairoli/Riccardo Pera	Team Project 1 Porsche 911 RSR	84 laps
R	LMP2	Nicolas Jamin/Jonathan Aberdein/Manuel Maldonado	United Autosports Oreca 07	75 laps
R	LMP2	Tatiana Calderon/Sophia Floersch/Beitske Visser	Richard Mille Oreca 07	74 laps
R	GT Am	Harry Tincknell/Vutthikorn Inthraphuvasak/Florian Latorre	Proton Competition Porsche 911 RSR	66 laps
R	GT Am	Paul Dalla Lana/Nicki Thiim/Marcos Gomes	Aston Martin Racing Aston Martin Vantage AMR	45 laps

Bold: Class winners. **Pole position:** Kobayashi 3m23.900s. **Fastest lap:** Hartley 3m27.607s (146.83mph).

British GT battlers TF Sport

Advertising enquiries: 01732 446757

FEATURE

Dutton loves the feeling he gets from his Ford Escort Mk1

RICHARD DUTTON FRIENDS

The best of friends: Richard Dutton (left) and his great friend Neil Brown (right) enjoy their motorsport

The pair are racing together in historic cars. Paul Lawrence tried to stop the duo laughing long enough to make sense of it all

Neil Brown, best known as one of motorsport's leading engine builders, and Richard Dutton, a former racer-turned-team owner and manager, have spent the last decade racing historic touring cars, notably Lotus Cortinas, with considerable success.

Brown is now 73 and Dutton hits 70 in November but neither of them plans to slow down just yet.

Back in the early 1970s, Dutton was an ambitious but hard-up racing driver trying to make his mark on Formula Ford. He clearly had some pace but not the backing to go with it although thanks to Eddie Jordan he got a works-supported Crossle Formula Ford 2000 deal for 1975. Part of that deal was a Neil Brown engine.

"But I knew him before that as he did my FF1600 engine and that's how we got to know each other. In those days I was in Grantham and he was in Spalding, so we were both in Lincolnshire," says Dutton "I used to go over and help him build his machine shop to pay for my engines because I didn't have any money so I had to work to get my engines from him."

For Brown, race engines have been his entire working life. He says: "[It's] always engines! I first worked at a company called Vegantune and that was the start. Then I started on my own in about 1970."

He's never looked back as his business has grown to be one of the leading sources for race engines.

Meanwhile by the later part of the 1970s, Dutton realised that he quite liked earning from motorsport rather than scraping around trying to keep his car running.

Dutton says: "I got as far as Formula 3 but found that I enjoyed running other people more than I enjoyed racing myself, so that's why I started Richard Dutton Racing in 1976. It was mostly single-seaters until 2000. We did some rally cars in the mid-1980s and we ran Alistair Sutherland's Opel Ascona in period. We also ran BMW 635s for John Clark in the Willhire 24-hours."

Meanwhile, Brown was extensively tied up supplying the engines for Audi's DTM squad.

He explains: "We did DTM for Audi for 16 years. We designed and built three different engines. First of all, the Abt team ran cars as a private team. The engine wasn't very successful because it was a restricted air intake formula. They then came to us and said, could we do something with this engine? So we did. And then we said, well, we've got a better

Photos: Paul Lawrence, Motorsport Images

Neil Brown has turned heads in a Lotus Cortina

Dutton took time off from the day job to race at Silverstone's Classic

AND NEIL BROWN AND RIVALS

Richard Dutton has overseen the career of hundreds of junior racers

Neil Brown Engineering is a major player in tuning racing engines

engine here. I put a little engine in the back of the plane, flew to Germany and showed it to them. And that was the start of it.

"And they actually won the championship, against Mercedes, with our engine which was pretty spectacular. Then Audi took it on as a works team and we went with Audi."

Formula 3 and BTCC work has kept the company at the forefront of the sport ever since. While Brown's prime, but certainly not sole, aim was the DTM, Dutton was heavily involved in the single-seater racing ladder.

"RDR stopped at the end of 1989 when we ran in Sweden with Kenny Brack," he explains. "And the idea was that I was going be a property developer and make some money. But it wasn't long before Eddie Jordan convinced me to run a Formula 3000 team for him with Rickard Rydell. So I finished at the end of 1989 and before Easter 1990 I was back in again.

"Then David Balfe wanted me to work with him at Fortec. So I started doing that as well. Then I took over Fortec in 1996 in British F3 with Juan Pablo Montoya and Guy Smith, who I recently had a fabulous race with in his father's Cortina. We had an hour-long race, and, I think, at the end of an hour we were separated by two tenths and we swapped and changed a few times."

Though he is very much part of the Fortec package, Richard is now starting to step back a little as his son Oliver takes the lead. The proud dad says: "He was a pro snowboarder and then he got too old at 30 and he decided to work at Fortec and he pretty much runs it now."

With various teams on the single-seater career ladder, Dutton has seen some talent come and go and quickly acknowledges that Charles Leclerc was a stand-out. "We did some testing with him and he was obviously very special as he started to stand out in European Formula Renault with us in 2014. He was just such a great guy to work with and a great listener, like a sponge wanting as much information as possible. A very special guy," says Dutton.

Currently Fortec is running in British Formula 4 and BRDC Formula 3 (now renamed GB3). The recent Classic Silverstone weekend marked a bit of a landmark as Dutton opted to go racing at Silverstone rather then go to Oulton Park with the race team. "It was most probably the first time that I'd gone racing when I should have been working, but racing took priority this time," he says.

As Dutton and Brown turned 60 around a decade ago, a plot was hatched for them to go racing together in historic touring cars and each is quick to blame the other for the initial idea.

"I didn't race at all for 30 years," said Dutton. "The last race I did was a Shellsport Talbot celebrity race in 1980. There was Adrian Reynard and me on the front row with Jonathan Palmer and Andrew Gilbert-Scott on the second row. That was the last race I did until Neil decided he wanted to do some historic racing and then he wanted me to coach him."

Brown counters: "Richard is the problem here. Technically it is Richard's fault. He said we should have a Lotus Cortina. I'd not really raced before. He came along and said we should, so we went to look at this Cortina. And then we went to the pub and we bought it in the pub, which was a mistake. It wasn't a very good car. Then we were at Oulton Park, and he said to me there's a good one here: the engine has just blown up and we should buy it. Or rather, Neil, you should buy it. So I bought it and he never paid me back. This was this about 10 years ago when I was 64."

Along with a Cortina or two, there has been a Ford Mustang and an Austin A35 and Richard has recently built up a Ford Escort Mk1 for the fledging 60s Touring Car series from Motor Racing Legends.

"Neil did really well," admits Richard of his mate's early forays into racing. "So then we started doing the U2TC races for two drivers. For somebody who started out late, he's very competitive. To watch him do what he can do nowadays is quite something for someone who started so late. But he's very good at copying. So he looks at the videos and he's very, very good at that. I love doing this, I really do. We've had so much fun in his Mustang and then in the Cortinas but now we're trying to develop the little Escort which is always good fun."

> **"Richard's taught me a load of rubbish"**
>
> **Neil Brown**

Brown chips in: "I'm not a racing driver, it's just fun to me. Richard's a racing driver, but I'm not a racing driver. You know, I just close my eyes when I get close to the corner."

So did Brown learn much from his more experienced friend and mentor? "No, he's taught me a load of rubbish! He is pretty good now actually, but I wouldn't tell him that. But he is really. So hopefully I'll carry on a bit longer. He's been a bad influence on me all the time. He's younger than me, but not by very much.

"We do actually have an awful lot of fun racing," said Brown. "And when we get racing together, we have even more fun. Particularly when we had a Cortina and a Mustang and we decided we were going to do a driver change and get in each other's car in a two-driver race at Oulton Park. We we're just coming up to going into the pits, the last lap before our pitstops, and he waved me through and then pushed me off onto the grass. And I spun it and it wouldn't restart. But he couldn't carry on until I got into the pits anyway."

Over to Dutton: "They are always good races when we race against each other. When Neil won his first race at Croft, there was me, Tim Davies, who I ran in Formula 3 in period, and Warren Briggs in the Mustang and the four of us had a great race. I think he won it because I just couldn't stop laughing. I was crying with laughter. Warren Briggs did his utmost to get past me and Neil but that didn't happen. We really try hard and we have occasionally hit each other. He's the only person who can hit me and I don't get upset."

The decision to go historic racing had helped add another string to the bow of Neil Brown Engineering. "At the peak we had 48 people. Now we're down to 20 people but that's still a lot of wages. We do a lot of classic stuff now, actually. We started off with just my Cortina engine and people said it was too quick and I just said no, I happen to be a good driver down the straights! I'm supposedly retired, but I still go in virtually every day. So I'm supposed to be taking it easy but that doesn't really work. Historic racing has been a lot of fun."

And there is the key. Fun. When Richard Dutton and Neil Brown go racing, laughter is never far away. Of course, when the flag drops they still want to win but what is even important is beating the other! ■

NEILBROWNENGINEERING

COMPETITION ENGINES

NBE has over 40yrs experience in designing, manufacturing, tuning and building competition engines. In recent years we have devoted time to some legendary British motorsport engines, in particular the Lotus Twin cam, Mustang, Ford Pinto & A-series engine right through to the very latest spec touring car engines as used in the BTCC today

We can provide the following services for any engine:

- Engine rebuilds
- New builds
- Engine tuning and optimisation, Dyno/CFD/1D simulation/Flow Bench facilities
- Reverse engineering, new replica parts from casting or machining
- Machining, CAD/CAM facilities
- Bespoke Engine/component design & manufacture

Neil Brown Engineering Ltd
Benner Road • Wardentree Lane Industrial Estate
Spalding • Lincolnshire • PE11 3TZ
Tel: +44 (0) 1775 723052 • Fax: +44 (0) 1775 710570
Email: admin@nbe.co.uk • Website: www.nbe.co.uk

RACING REPORTS

Photos: Steve Jones

ANGLESEY: 750MC BY IAN SOWMAN — AUGUST 21-22

Landon (64) took the Sports Specials opener

Tait built up an early advantage to take victory in the second Locost clash

SPORTS SPECIALS CHASE HEATS UP IN WALES

Three drivers are separated by just two points at the top of the Sports Specials standings after a pair of exciting races at Anglesey.

Anton Landon converted pole position into the lead in his Cyana in race one but he was gradually hunted down on the damp track by Eclipse driver Paul Boyd, who closed to within 0.7 seconds.

Inman took strong victory

Boyd led initially in the second encounter but reigning champion Andy Hiley charged through from row three in his Chronos. He displaced Landon from second at Church on lap eight and Boyd at the Corkscrew two laps later to take the win and close to within a couple of points of Landon and go level with Class B protagonist Warren Vessey.

There was a typically tight bunch at the front of the opening Locost contest, with Simon Walker-Hansell doing well to hold on. He was penalised five seconds for a track limits infringement, however, which added greater significance to the drive up the order from championship leader Martin West, who started on row five. He took second on the road at the Banking on the penultimate lap, so was classified first ahead of Geoff Peek.

West had even more to do in the second race, but he latched himself on to a four-car group disputing second position by lap eight. By this time, however, Andrew Tait had edged out enough of a gap over the rest to be safe, with Karl Ruijsenaars – who towed past Craig Land near the end – the best of the next bunch.

Mark Inman eased to the first Armed Forces Race Challenge victory in his Caterham Sigmax, with a couple of track-limits penalties not completely eating in to his 20s on-track margin over David Shead.

It was a different and surprising story for the second race however, with Inman spinning down to sixth at Rocket on lap three. He picked his way back through the order, and even briefly led, but Shead fought back in his uprated BMW Compact and held on to take an unlikely win.

Ben Short's 2021 victory tally in the MX-5 Cup moved into double figures with wins in the first and third races – the latter of which was the reversed-grid contest – while Mike Comber triumphed in the one in between.

Like Short, Ryan Yarrow moved closer to another championship title with two more victories in the Sports 1000 championship. The Bury man was a resounding victor in the opening race in his Spire GT3S, but in race two he had French Mittell MC-53 driver Victor Neumann within a second of him almost throughout.

Sam Carrington-Yates tried to take both of his mandatory 116 Trophy stops during the same safety car period but had to re-take the second one. He won by more than a lap nevertheless.

RACE WINNERS

Sports Specials
Race 1: Anton Landon (Cyana Mk2); **Race 2:** Andy Hiley (Chronos HR1S)

Locost
Race 1 Martin West; **Race 2:** Andrew Tait

Armed Forces Race Challenge
Race 1: Mark Inman (Caterham Sigmax); **Race 2:** David Shead (BMW 318 Compact)

MX-5 Cup
Races 1 & 3: Ben Short; **Race 2:** Mike Comber

Type R Trophy
Race 1: Luke Rosewell; **Race 2:** Adam Shepherd

Sports 1000
Races 1 & 2: Ryan Yarrow (Spire GT3S)

116 Trophy
Sam Carrington-Yates

Clio 182
Races 1 & 2: Jack Dwane; **Race 3:** Josh Larkin

750 Formula
Races 1 & 2: Peter Bove (Darvi 88P)

Formula Vee
Races 1 & 2: James Harridge (Maverick)

Hist'c 750 Formula
Race 1: Richard Prior (JGS III); **Race 2:** Martin Depper (Centaur Mk14)

MALLORY PARK: VSCC BY MARCUS PYE — AUGUST 22

VSCC SIGNS OFF WITH MALLORY FLOURISH

Thirty years after the Vintage Sports-Car Club's Mallory Park debut, superb action characterised its 2021 racing finale.

Alex Simpson (Goodwin Special) deservedly won the Alvis Centenary race, repassing Rod Jolley's magnificent supercharged Giron Alvis before it overheated. Julian Grimwade's Alvis-engined Frazer Nash Norris Special and William Irving's Silver Eagle were second and third respectively.

Poleman Andrew Hibberd won Formula Junior's annual John Taylor Memorial race. Iain Rowley was heading for a Lola Mk2 1-2 in Ian Robinson's car when a rear wheel cylinder blew on the final lap. Nick Taylor grabbed the place as Rowley fell to third ahead of Tom Waterfield in Xavier Kingsland's unique Hillwood-Fiat.

Split Owner-Driver-Mechanic grids enabled MG veteran Barry Foster to repel Tim Sharp's PB among the slower cars. Sue Darbyshire led the faster session until her Morgan wilted. Max Sowerby and Adam Moody (Riley 12/4 TT Sprite) traded the lead until the latter's engine started steaming, reprieving Sowerby, shadowed by Ian Stewart's Morgan.

Christopher Batty's 1917 Locomobile, on its race debut, led much of the Edwardian Handicap, but Andrew Howe-Davies surged his SCAT through to a 0.11-second victory over Jeremy Flann's Curtiss Le Zebre with William Twelvetrees (Buick) third in the feature. Michael New craftily outfoxed Dougal Cawley (GN Piglet) among the VSCC Specials.

Will Nuthall won the Bob Gerard Pre-'65 Racing Cars bout from the back, aided by early leader Mark Daniell (Cooper T43) spinning at Gerards. Daniell recovered to second, ahead of Charlie Martin in Paul Waine's T53 who lost sparring partner Justin Maeers (T53) to driveshaft failure.

Sandford Andrews won the very wet Boulogne Trophy finale in Stuart Harper's Morgan Aero by 20 seconds, having charged down Patrick Blakeney-Edwards (FN Super Sports). In a wonderful battle for third Justin Maeers in the rorty GN Parker

Photo: Mick Walker

Simpson (right) won Alvis race

Special pipped James Edwards, brilliant in the ex-Basil Davenport GN Spider's first race since 1970.

Blakeney-Edwards had gobbled up all comers in the first handicap. Harry Painter thwarted long-time leader Henry Lees (Austin 7 Ulster TT) in the Under 30s' race. Simon Jackson overhauled Wilf Cawley (A7 Special) halfway round the very soggy Burghley Trophy set's final lap.

RACE WINNERS

Alvis Centenary race
Alex Simpson (Goodwin Special)

VSCC Allcomers Handicap
Patrick Blakeney-Edwards (Frazer Nash Super Sports)

FJHRA Front-engined Formula Junior
Andrew Hibberd (Lola Mk2)

VSCC Owner-Driver-Mechanic Series
Race 1: Barry Foster (MG Montlhery); **Race 2:** Max Sowerby (Talbot Lago T120)

Mallory Park Trophy (VSCC Specials)
Mike James (Riley 12/4 TT Sprite Replica)

VSCC Edwardian Handicap
Andrew Howe-Davies (SCAT Racer)

VSCC Young Members' Handicap
Harry Painter (MG PA)

Bob Gerard Memorial Trophy (PVT & Pre-'65 Racing Cars)
Will Nuthall (Cooper T53)

VSCC Burghley Trophy
Simon Jackson (MG PB)

VSCC Boulogne Trophy (Vintage Racing Cars)
Sandford Andrews (Morgan Aero)

DONINGTON PARK: BARC BY PETER SCHERER — AUGUST 21-22

ATTRITION HITS THE BRITISH TRUCK RACERS AT DONINGTON

David Jenkins won the first race British Truck clash at Donington Park last weekend, with Martin Gibson a close second.

Defending champion Ryan Smith led the second encounter until fuel starvation allowed Gibson to close. Just after they swapped places, Smith pulled off and red flags were flown. Gibson was the winner from Mark Taylor.

After John Newell had dominated race three to head home Jonathan Willis and Jenkins, Smith had a good lead in race four but his engine let go. That prompted more red flags and Gibson collected win number two from Newell and Jenkins. Not to be outdone though, Jenkins had a dominant win in their final outing from Gibson.

Paul Tompkins emerged from a last-lap sort out at the chicane to win the first Pickup race, with George Turricki and Dean Tompkins completing the podium after Michael Smith spun. Former BTCC racer Matt Simpson was a dominant race two winner from Turricki and Dean Tompkins.

There was another double win for Paul Rose's Saker in the CNC Heads Sports Saloons. He powered past Jon Woolfitt's Spire on the run to the chicane on the second lap of race one, with Woolfitt eventually dropping to third after losing out to Steve Harris's Saker.

Woolfitt got the best start in a wet race two, but Rose was in charge from McLeans on the opening lap. Woolfitt stayed a clear second, with Paul Dobson's Locost a lap down in third.

Legends Championship leader Miles Rudman was almost unbeatable again. He won both of Saturday's heats, before the delayed until Sunday morning final brought a duel with Jack Parker. Rudman took a last-lap win on the road, but Parker had a 10s start penalty, promoting John Mickel and Sean Smith to complete the podium.

Parker and Rudman were Sunday's heat winners, before Rudman took a massive win in Sunday's finale. Gibson escaped to secure second, with Mickel in third.

Patrick Scharfegger/Scott Kilham's CSC Racing car won the shortened C1 race, which ran over a third of its distance behind the safety car.

RACE WINNERS

British Truck Racing Championship
Races 1 & 5: David Jenkins (MAN TGX); **Races 2 & 4:** Martin Gibson (MAN TGX); **Race 3:** John Newell (MAN TGS)

Pickups
Race 1: Paul Tompkins; **Race 2:** Matt Simpson

CNC Heads Sports Saloons
Races 1 & 2: Paul Rose (Saker RAPX S1-500)

Legends
Races 1, 2, 3, 5, & 6: Miles Rudman; **Race 4:** Jack Parker

Silverlake Citroen C1
CSC Racing (Patrick Scharfegger/Scott Kilham)

Caterham Gradutate 135
Race 1: David Read; **Race 2:** Ben Buckley

Caterham Sigmax/Sigma 150
Race 1: Stephen Clark; **Race 2:** Harry Senior

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: MSVR MINI FESTIVAL BY MARK LIBBETER — AUGUST 21-22

ENDAF'S WORLD AT MINI FESTIVAL WITH A TRIO

Welshman Owens won in Miglias, above, as well as prevailing in the Pre-'66 event

BTCC man Bobby Thompson (right) takes the lead in the Super Mighty Mini opener

Endaf Owens played a starring role in the Mini Festival at Brands Hatch, claiming three wins across the weekend including two in a pair of thrilling Mini Miglia encounters.

Owens was part of a breathless three-way battle for the lead in race one, beating Motorsport News columnist Andrew Jordan and Aaron Smith to the victory spoils in a race that any of the trio arguably deserved to win.

Owens made light work of his fourth row start in race two, powering into a lead by Druids on the first lap and never being headed thereafter. Title contenders Smith and Jordan enjoyed another exciting tussle for second in race two, with Smith narrowly emerging ahead by the flag.

Between the two Miglia encounters, Owens was also victorious in the second Pre-'66 Mini race on Sunday, narrowly beating Jeff Smith. Ian Curley claimed third after a fraught battle with Joel Wren. Curley had won Saturday's opener from Wren, while Smith survived a lurid slide at Clearways on the first lap to claim third.

Smith proved uncatchable in the first Mini Se7en race, dominating the race from lights-to-flag. Category champion Jonathan Lewis saw off the challenge of Nick Croydon-Fowler and Connor O'Brien to claim a distant second.

Race two was red-flagged following a clash involving S-Class runners Arnold Duncan and Damien Harrington at Clearways. At the restart, rain was falling and track conditions became very slippery. Both Lewis and Smith were caught out and slid off into the Clearways gravel. Croydon-Fowler was first across the line after passing both Joe Thompson and Mike Jordan on the last lap, but a post-race penalty for a yellow flag infringement dropped him to sixth and handed Thompson the win.

Bobby Thompson made a successful return to racing after claiming victory in the opening Super Mighty Mini race of the weekend. Making his first competitive appearance since a barrel roll in the BTCC meeting at Croft last year ended his season prematurely, Thompson recovered from a slow start to beat Ian Slark to victory in a race that was red-flagged early.

Neven Kirkpatrick, third in race one, narrowly beat Slark to victory in the second encounter, the gap between the pair just 0.138 seconds at the flag. David Kirkpatrick battled his way up to third after Thompson suffered a broken driveshaft.

Aside from the host of Mini races taking place, other MSV categories also took to the track and the unpredictable nature of the weather created drama there too. Oliver White won the opening Champion of Brands event in his Medina Sport JL17 after a damp track caught out both Max Esterson (Ray GR18) and Alex Walker (Spectrum 011c) in separate incidents at Paddock. Esterson charged through to third from the back of the grid in race two, as White took his second win of the weekend from Tom Mills.

RACE WINNERS

Mini Miglias
Races 1 & 2: Endaf Owens

Super Mighty Minis
Race 1: Bobby Thompson; **Race 2:** Neven Kirkpatrick

Mini Se7en
Race 1: Jeff Smith; **Race 2:** Joe Thompson

Pre-'66 Minis
Race 1: Ian Curley; **Race 2:** Endaf Owens

Production GTi Championship
Race 1: Simon Hill; **Race 2:** Simon Vercoe

F3 Cup
Races 1 & 3: Stefano Leaney (Dallara F317); **Race 2:** George Line (Dallara F308)

Champion of Brands
Races 1 & 2: Oliver White (Medina Sport JL17)

Z Cars & Production BMW
Races 1 & 2: Chris Murphy (BMW Z4)

Racing Saloons & Production BMW
Races 1 & 2: Nicholas Bosch (Sear Sport Leon)

Fastest Mini in the World
Races 1 & 2: Harvey Death (Austin Mini Cooper S V8)

White won in FF1600

SILVERSTONE: BARC BY STEVE HINDLE — AUGUST 21-22

CLARKE AND BAKER TAKE A BRITCAR TROPHY DOUBLE GLORY AS THE RAINS FLOOD SILVERSTONE

Photo: Mick Walker

Simon Baker and Kevin Clarke's BMW headed off the Ginetta threat in Britcar

The Britcar Endurance Championship's Trophy grid is fast making itself the preferred choice for production-based cars, often from one-make championships.

In Saturday's line-up, there were a pack of BMWs joined by Clios, Ginettas, VWs and others.

Championship leaders Simon Baker and Kevin Clarke claimed pole but with intermittent rain to contend with, tyre and set-up choices had to be right.

Baker got away well in the first stint but, as the track started to dry, the Ginettas of Mark Lee and Axel van Nederveen hastened the chase. They traded positions as they closed, both making short-lived attempts at the lead.

A few places further back, Lucky Khera, who had struggled for grip at the start, pitted early and made the right adjustments to transform his borrowed BMW. Baker handed over to champion Clarke, leaving the Ginettas to battle at the front before each came in for their mandatory stop.

That's where it all went wrong. Delays for either allowed Khera to leap into P2 and while Clarke by now was almost half a lap ahead, the best that Lee could do was to nurse his ailing gearbox home in third, leaving Van Nederveen off the podium in fourth.

The day's second outing was a sodden affair. Rain flooded the track, resulting in a shortened race.

Clarke got off the line well but so did Khera and both were soon nose-to-tail. With Khera intent on finding a way through, Clarke, wise to the possibility of contact, allowed an easy pass, then plied the pressure the other way; Khera locked up on the approach to Brooklands and slid into the gravel. With the safety car out, there was a rush to take advantage of the pit window opening, but in the hurry to rejoin the fray (and the safety car still circulating), the red pitlane exit light was missed and car after car (including the unlucky Team Brit BMW) was penalised, leaving Baker and Clarke to claim their second win of the day.

James Card was at the heart of the action in both Kumho BMW races. In race one, he cut across Brad Sheehan at the start. The resulting contact broke title frontrunner Sheehan's suspension and sent Card backwards through Copse. He made amends in race two though, storming to the front from P12. Bryan Bransom and Sheehan finished on the podium places.

The Junior Saloon Car Championship had a bumper entry of 30 cars for its triple-header. Charlie Hand won all three but some fantastic racing across the grid was overshadowed by poor driving standards that need to be addressed.

The Intermarque Silhouettes, MGs, Hyundais and Karts all thrilled with side-by-side racing, though Saturday afternoon's downpour also meant many who should have been on track choose to withdraw.

RACE WINNERS

Britcar Endurance Championship – Trophy Category
Race 1 & 2: Simon Baker & Kevin Clarke (BMW 1 Series)

Kumho BMW Championship
Race 1: Michael Vitulli (BMW E46); **Race 2:** James Card (BMW E46)

MG Owners Club
Race 1 & 2: Steve McDermid (MG ZR)

Junior Saloon Car Championship
Race 1, 2 & 3: Charlie Hand (Citroen Saxo)

Hyundai Coupe Cup
Mark Jones (Hyundai Coupe 2000)

Super Saloon Series & Southern Tin Tops Series
Race 1: Alex Sidwell (Holden Commodore 5000); **Race 2:** Steve Dann (VW Scirocco)

Intermarque Silhouettes
Race 1: Malcolm Blackman (Vauxhall Tigra 2000); **Race 2:** Ray Harris (Ginetta G40)

BSRC Super Series
Race 1, 2 & 4: Liam Morley (Anderson/VM); **Race 3:** Lee Plain (Anderson/DEA)

WHAT'S ON

YOUTUBE

A few adjectives can be attached to our readers' Q&A guest this week Karun Chandhok. One that you'd perhaps apply most readily is 'enthusiastic'.

His passion for motorsport and its heritage is rare, and he's been able to make good on it by getting behind the wheel of plenty of famous examples of F1 machinery young and old.

You can view footage a lot of these – plus a few other things besides – on Chandhok's YouTube channel, with the cars including Lewis Hamilton's 2019 Mercedes W10 and Nigel Mansell's crushing Williams FW14B.

But we've chosen for our purposes to focus on Chandhok getting into the Williams FW08C at Monaco, 35 years on from Keke Rosberg taking the very same car to grand prix victory on the (almost) very same Principality circuit in 1983.

We watch Chandhok hustle the nimble lightweight machine between barriers with relish, all viewed from various camera angles both on and off board. It's all the while narrated by an exhilarated Chandhok and with the screaming Cosworth DFV providing a wall of sound. It's fair to say Chandhok's enthusiasm shines through.

You can watch it at: youtube.com/watch?v=jONjOkFfA7s or by searching: 'Karun drives the Williams FW08C at Monaco'.

Graham Keilloh

TV GUIDE

This weekend Formula 1 gets back in the saddle after its summer downtime, at the Spa circuit in Belgium. Sky Sports F1 starts its weekend's coverage in the familiar way, with its F1 Show this evening at 1700hrs-1800hrs followed immediately by the drivers' press conference at 1800hrs-1930hrs.

Channel 4's F1 highlights coverage meanwhile shows qualifying at 1800hrs-1930hrs on Saturday and the race at 1830hrs-2100hrs on Sunday.

The best of this weekend's European Rally Championship round, the Barum Czech Rally Zlin, can also be checked out on Eurosport 2. Day one's highlights are on Saturday at 2115hrs-2145hrs and the best of the whole thing is on Sunday at 2100hrs-2130hrs. Both also get repeated a few times.

You also on Monday can catch up with this weekend's Extreme E round, from Greenland, with highlights at 1530hrs-1630hrs on BT Sport 1 then at 2000hrs-2100hrs on BT Sport 2. Sky Sports Mix also shows highlights.

The fickle Ardennes track

While also on Monday over on Premier Sports 1 there's stock car action from the Kingdom of Fife with Cowdenbeath's BriSCA contest, shown at 1900hrs-2000hrs. There's also Northampton BriSCA action shown today on Premier Sports 2 at 1500hrs-1600hrs, which is repeated a few times on the same channel.

Graham Keilloh

LIVE TV

FORMULA 1
BELGIAN GRAND PRIX
SPA-FRANCORCHAMPS
Practice 1: Friday, 1000hrs-1145hrs, Sky Sports F1
Practice 2: Friday, 1345hrs-1530hrs, Sky Sports F1
Practice 3: Saturday, 1045hrs-1210hrs, Sky Sports F1
Qualifying: Saturday, 1300hrs-1530hrs, Sky Sports F1
Race: Sunday, 1230hrs-1700hrs, Sky Sports F1

FIA FORMULA 3
SPA-FRANCORCHAMPS
Practice: Friday, 0905hrs-0950hrs, Sky Sports F1
Qualifying: Friday, 1250hrs-1325hrs, Sky Sports F1
Sprint race 1: Saturday, 0925hrs-1025hrs, Sky Sports F1
Sprint race 2: Saturday, 1645hrs-1745hrs, Sky Sports F1
Feature race: Sunday, 0930hrs-1030hrs, Sky Sports F1

W SERIES
SPA-FRANCORCHAMPS
Race: Saturday, 1500hrs-1620hrs, Channel 4

PORSCHE SUPERCUP
SPA-FRANCORCHAMPS
Race: Sunday, 1105hrs-1145hrs, Sky Sports F1

BRITISH TOURING CAR CHAMPIONSHIP
THRUXTON
BTCC races and supports: Sunday, 1110hrs-1830hrs, ITV4

EXTREME E
ARCTIC X-PRIX
GREENLAND
Final: Sunday, 1500hrs-1700hrs, BT Sport 1 and Sky Sports Mix; 1600hrs-1700hrs, ITV

NASCAR
DAYTONA
Race: Saturday, 2330hrs-0400hrs, Premier Sports 1

LISTINGS

FRIDAY-SUNDAY
Snetterton, Norfolk
2CV 24-Hour: 2CV, MaX5 **Starts** Friday, qualifying from 1900hrs Saturday, racing from 1230hrs (practice from 0900hrs) Sunday, racing continues **Admission** adult £22, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY
Kirkistown, N Ireland
500MRCI meeting: Road Sports, Ford Fiesta, FF1600, Saloon/GT, Mazda MX-5 **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £10, under 16 free **Web** kirkistown.com **Contact** 028 4277 1325

SATURDAY/SUNDAY
Thruxton, Hants
BTCC meeting: BTCC, F4, Ginetta GT4, Ginetta Junior, Porsche Sprint, Mini Challenge **Starts** Saturday, racing from 1340hrs (qualifying from 0900hrs) Sunday, racing from 1045hrs **Admission** adult £35, under 16 free **Web** thruxtonracing.co.uk
Brands Hatch, Kent
GT World Challenge: GT, Classic K/Swinging 60s, Future Classics/Swinging 60s, Turbo Tin Tops/Modern Classics, Slicks Series/New Millennium/Open Series, Special Saloons and Modsports, Magnificent 7s **Starts** Saturday, racing from 1625hrs (qualifying from 0900hrs) Sunday, racing from 1100hrs (qualifying from 1000hrs) **Admission** adult £25, under 13 free **Web** msv.com **Contact** 0843 453 9000
Cadwell Park, Lincs
BRSCC meeting: Mazda MX-5, BMW Compact, Fiesta, Fiesta Junior, ST-XR Challenge, Karts, Track Attack Racing Club **Starts** Saturday, racing from 1335hrs (practice from 0900hrs) Sunday, racing from 0940hrs (practice from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY-MONDAY
Oulton Park, Cheshire
Gold Cup: Historic F2, Dunlop Saloon Car Cup, Aurora Trophy/Geoff Lees Trophy/Classic F3, Historic F3, Historic FF2000, Historic FF1600, Classic FF1600/Heritage FF1600, Historic Touring Cars, Guards Trophy, Historic Road Sports, 70s Road Sports, Formula Junior **Starts** Saturday, testing/qualifying from 0900hrs Sunday, racing from 1205hrs Monday racing from 1030hrs (qualifying from 0830hrs) **Admission** adult £22, under 13 free **Web** msv.com Contact 0843 453 9000

MONDAY
Castle Combe, Wilts
CCRC meeting: FF1600, GT, Saloons, Hot Hatch, Welsh Sports/Saloons, Toyota MR2, HRDC Allstars, Jack Sears Trophy, Classic Alfas **Starts** racing from 1240hrs (qualifying from 0830hrs) **Admission** adult £20, under 16 free **Web** castlecombecircuit.co.uk
Donington Park, Leics
CTA meeting: TCR UK/Touring Car Trophy, Civic Cup **Starts** racing from tba (qualifying from 0900hrs) **Admission** adult £19, under 13 free **Web** msv.com **Contact** 0843 453 9000

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Reporter: Nick Garton
Nick.Garton@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING
Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION
Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT
Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Managing Director: Kevin McCormick
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS
UK subscription and back issue orderline: 0845 241 5159
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION
Distribution in Great Britain
Marketforce (UK)
3rd Floor, 161 Marsh Wall, London, E14 9AP
Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic of Ireland
Newspread
Tel: +353 23 886 3850

Kelsey Media 2021 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit https://www.kelsey.co.uk/privacy-policy/ . If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

KELSEY media
www.kelsey.co.uk

WE NEED YOU! GET INVOLVED WITH MN

EMAIL matt.james@kelsey.co.uk

TWITTER Updates: @MNmotorsport

FACEBOOK & INSTAGRAM Search for 'Motorsport News'

DIGITAL ISSUE See motorsport-news.co.uk

WRITE TO US Motorsport News, Kelsey Media, The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Citroen in a right state: Gary Hill captured this Brands smash

Alex Ireland enjoyed Knockhill BTCC

The Rally of the Tests, by Chris Noble

Novel aero tweak, by Graham Lomax

Beautiful BMW M3, by Justin Ward

NEXT WEEK — OUT THURSDAY, SEPTEMBER 2

*Correct at time of going to press

LEWIS GOES FOR MORE BENCHMARKS AT SPA

Hamilton zeroes in on 100 grands prix victories

BTCC PREPARES FOR A FLAT-OUT CHALLENGE AT THRUXTON

The tin-top terrors tackle the UK's fastest track

Book your advert before 3pm Wednesday to see it in the next issue

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

Classified

Telephone: 01732 446 755 Email: info@talkmediasales.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates
Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445325 or email info@talkmediasales.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important
The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

MARKETPLACE

Goose Taxation

Chartered Accountant & Tax Adviser for Motorsport Contractors, Freelancers and SMEs

Fixed fees • Your own dedicated accountant • Unlimited support

With speed and accuracy – the amplified link to our motorsport interests

ICAEW CHARTERED ACCOUNTANT

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com

DAVID AUDEN & ASSOCIATES INSURANCE BROKERS

INSURANCE

POLICIES FOR
✓ COMPETITION CARS
✓ RALLY & RACE CARS
✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk
Authorised and regulated by the Financial Services Authority

CBR
CRAIG BECK RACING

Historic Engine Specialist
Lotus Twin Cam
Ford Cosworth BDA/BDG

CBR can offer full Engine Builds from Fast Road to full Race

Fully Equipped Workshop with;-

- *In-house Ultra-Sonic Parts Cleaning*
- *In-house Super Finishing Process*
- *In-house Dyno Testing*

Craig Beck Racing Ltd
T: **07876 221 932**
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

CBR CRAIG BECK RACING

COMETIC GASKET LTD

Automotive Gaskets & Seals

Cometic is a leading worldwide supplier of gaskets and engine seal solutions for the auto performance, power sports, original equipment and re-manufactured engine industries. If you can't find the gasket you're looking for please get in touch and we will endeavour to find it for you.

www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

MARKETPLACE

Vehicle Wiring Products

"We supply a comprehensive range of wiring products for repair, modification or complete rewire to your Classic Car"

Visit our website, phone or email for a free catalogue

www.vehicleproducts.co.uk

Tel: **0115 9305454** • Email: **sales@vehicleproducts.co.uk**

Vehicle Wiring Products Ltd, 9 Buxton Court
Manners Industrial Estate, Ilkeston, Derbyshire DE7 8EF

QED

Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
TO ADVERTISE CALL
01732 446755

Rebuild Time?...

Fast and Reliable Delivery of Forged Pistons and Conrods

Have the pistons you need, not a compromise

CALL: (0)1462 684300
sales@cambridgemotorsport.com

Cambridge Motorsport Parts
Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

---

Machine Mart

IDEAL ALL-WEATHER PROTECTION

SHELTER/SHEDS
UP TO 12' (3.7M) LONG

Great for use as a garage, workshop or storage area

- UV treated waterproof polyethylene cover
- Ratchet tightening to ensure drum-tight cover
- Heavy duty powder coated steel tubing
- Push-fit hardware ensuring strength and easier installation

FROM ONLY
£159.00 EXC.VAT
£190.80 INC.VAT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIS788	2.4 x 2.4 x 2.1M	£159.00	£190.80
CIS8612	3.7 x 2 x 2.4M	£189.00	£226.80
CIS81212	3.6 x 3.6 x 2.5M	£209.00	£250.80

"Very happy, my bike fits in nicely with plenty of room to do any work on it, would recommend this product."
See www.machinemart.co.uk

4 EASY WAYS TO BUY...

IN-STORE SUPERSTORES NATIONWIDE
TELESALES 0115 956 5555
ONLINE machinemart.co.uk
CLICK & COLLECT OVER 10,000 LOCATIONS

All prices correct at time of going to press. We reserve the right to change products and prices at any time. E&OE.

PUMPS

Competition

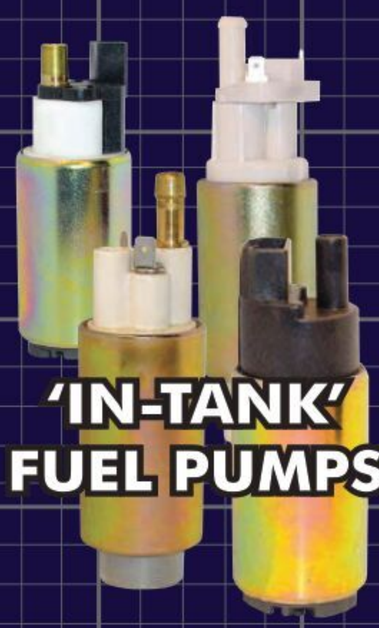
PUMPS

High quality, reliable, quiet
Used by professionals

OTP 017 (P3017.1) **£54.08**
Replaces: Bosch 0580 464 070

OTP 018 (P3018.1) **£57.24**
Replaces: Bosch 0580 254 911

OTP 019 (P3019.1) **£62.05**
Replaces: Bosch 0580 254 910/941/942



'IN-TANK' FUEL PUMPS

MOTORSPORT
OTP 020 (P3020.1) **£62.02**
240 LTR/HR
210 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 909

MOTORSPORT
OTP 979 (P3979.1) **£72.20**
264 LTR/HR
228 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 979

MOTORSPORT
OTP 044 (P3044.1) **£78.10**
378 LTR/HR
318 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 044

ALL PRICES EXCLUDE VAT @ 20%

Tel: 01784 493 555 www.glencoeltd.co.uk Email: sales@glencoeltd.co.uk

MOTORFREE ADS

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK

motor FREE ADS

CURRENT LISTINGS

AUDI TT

2001, £850. Quattro 1.8 petrol, manual. Being sold as spares or repair. Make a great project for enthusiast or spares for another Audi TT. Has V5 and current MOT. Heated working leather seats. Had new oil pump and thermostat fitted recently. Lovely looking car for its age. Comes with near full service history, and 2 keys. Sold as seen. Please call 07493 320199, Scotland.
109728

ASTON MARTIN DB7

2003, £54,995. DB7 GT. On the road this GT lives up to the hype, it's feels incredibly advanced in comparison to the early DB7's with impressive handling and performance from the V12 engine. The 6-speed manual transmission is rare to see and adds positively to the driving experience. This is a very rare car, just 302 examples of the DB7 GT were built, and only 84 came in RHD format. Please call 01944 758000, Yorkshire and the Humber.
109424

ASTON MARTIN DB7

1998, £35,995. DB7 Convertible. On the road the DB7 performs exceptionally well, the 3239cc six cylinder is super smooth, delivers excellent performance and the automatic gearbox shifts perfectly. The car is luxurious, quiet, comfortable and with air-conditioning, working electric hood, it has all the relevant modern comforts ensuring this is an ideal long distance open tourer that is ideal for UK and European trips. Please call 01944 758000, Yorkshire and the Humber.
109427

LOTUS ELISE

1998, 52739 miles, £17,500. Elise S1. Metallic Norfolk mustard yellow with blue leather interior. Excellent service history with 13 service stamps, including head gasket in 2010 and serviced by us in April 2021. Please call 01234750205, East of England. (T)
109415

MINI COOPER

1963, POA. FIA APP.K Race Mini with fresh TBR 1239 Engine. Veteran of numerous Goodwood Events. Campaigned by ACESPEED for over 10 years. Please call 01274 585803, Yorkshire and the Humber. (T)
109625

MINI COOPER

1965, POA. Cooper S Swiftune 1293 power unit. A properly prepared and maintained race car eligible for most historic events. A veteran of numerous Goodwood events. Last driven by Christian Horner. Up to date FIA Papers and ready to race. Please call 01274 585803, Yorkshire and the Humber. (T)
109624

MORGAN PLUS 8

1986, £32,500. Plus 8 Race Car. Built to Class B (now J) Morgan Challenge Regulations. This well known, reliable car has been driven by Andy Green for the last 20 years in over 200 races. She is a front running car with many class wins, lap records and twice Class B Championship winner. Last raced at VSCC Spring Start 2019 Silverstone Nat (class record) lap time 1-04-78. Please call 01189 831200, South East. (T)
109244

PORSCHE 928

1986, 83000 miles, £24,000. 928 S2. Finished in Silver Metallic (936) paintwork with contrasting dark blue/white pinstripe velour and leather seats. Featuring 16" GTS style alloy wheels with Porsche crests, 6-way electric front seats, electric windows and mirrors. Please call 07577 575770, South East. (T)
109634

PORSCHE 996

2001, 76326 miles, £20,995. Porsche 996 Carrera 4 Cabriolet. Lapis Blue, with Savannah trim. With factory hardtop. 15 Service stamps with recent service work carried out by Porsche specialists, Zentrum. Upgrades include, IMS Bearing with ceramic upgrade dual row in 2017, Air Con, Cruise Control, Media screen, Twist Cup wheels, etc. Please call 01636812700, East Midlands.
109445

PORSCHE BOXSTER

2012, 66000 miles, £34,995. This Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox. Finished in Rhodium Silver metallic paintwork with a contrasting black leather interior, this Boxster S presents in superb order throughout. Appointed with a high level of standard equipment this 981 Boxster will offer its lucky new owner a specification of electrically adjustable and heated seats for driver and passenger. Please call 07577 575770, South East. (T)
109633

PORSCHE BOXSTER

2006, 39000 miles, £15,995. Boxster 987 2.7 manual. Finished in immaculate midnight blue unmarked with metropole blue leather. Only one lady owner from new. Please call 01485 541526, East of England.
109462

PORSCHE CARRERA GT

2008, 60000 miles, £26,995. An outstanding Porsche Carrera. The body having recently benefited from a ceramic coating by PPK. Porsche Dynamic Driving Pack. Porsche Media Pack. Air Con. Black Alcantara Special order roof lining. Porsche Factory alloys. Winter and summer tyres. Just had ceramic coating and paint protection. Full service and MOT just undertaken. Please call 01274 585803, Yorkshire and the Humber. (T)
109630

WEB DIRECTORY

ACCOUNTANCY

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com
Goose Taxation

COMMUNICATIONS

Pit to Car Radio & GSM solutions
0044(0)1508 528837
Autotel Digital Race Radio
www.raceradio.co.uk

ELECTRONICS

Vehicle Wiring Products
0115 930 5454
www.vehicleproducts.co.uk

ENGINES

CBR Craig Beck Racing
Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

COMETIC GASKET LTD
www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

ENGINES

GroupBmotorsport.com
Builder Street, Llandudno. LL30 1DR
sales@groupbmotorsport.com
01492 339574
TRACK DAY | CLASSIC MOTORSPORT | MODERN MOTORSPORT
LOTUS AUTHORISED REPAIR CENTRE

EXHAUSTS

SIMPSON Race Exhausts
The Stainless Steel Rally Exhaust Specialists ...
Follow Us twitter.com/SimpsonExhausts
Like Us facebook.com/SimpsonRaceExhausts
01753 532 222 // www.SimpsonRaceExhausts.com

GEARBOXES

ELITE racing transmissions
Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
T: 01782 280136 F: 01782 269 913
E: sales@eliteracingtransmissions.com
visit: EliteRacingTransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

INSURANCE

TRACK DAY INSURANCE
Buy online in minutes - trackday-reis.co.uk
*Conditions apply
reis motorsport insurance
0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk
*Track Day Insurance Policy Conditions: Cover is provided for damage received on track only. Cover is not available for Nurburgring/Nordschleife. All conditions and benefits are subject to eligibility and underwriting criteria.
Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164). Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.

OILS & LUBRICANTS

witham Motorsport OILS
MOTUL OFFICIAL UK DISTRIBUTOR AUTOMOTIVE LUBRICANTS
MOTUL Since 1853
www.withammotorsport.co.uk

RACE & RALLY PARTS

BURTON The POWER to Perform
020 8518 9136
www.burtonpower.com

RACE & RALLY PARTS

Cambridge Motorsport Parts
Tel: 00 44 (0)1462 684300
www.cambridgemotorsport.com

RACE & RALLY PARTS

CompBrake
Designers in Motorsport
www.compbrake.com
+44(0) 1744 895 888
Please visit our website for a free catalogue

RACE & RALLY PARTS

orranje orranje.co.uk
MINI Performance Parts, MINI Tuning & MINI Styling Products, for MINI Enthusiasts by MINI Enthusiasts.
@OrranjeP #orranje @OrranjeP /OrranjePerformance

RACE & RALLY PARTS

Rally Design
www.rallydesign.co.uk
01227 792 792

DRY SUMP

PACE
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

TRAILERS & TRANSPORTERS

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS
Tel: +44(0)1327 263384
sales@woodfordtrailers.com

WHEELS

The Strength of Experience speedline
flowforming Tel: +44 (0) 1952 582 825 Corse
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.net

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford
Account Director
T: +44 (0) 1732 445 328
E: Russell@talkmediasales.co.uk

Natalie Harman
Account Manager
T: +44 (0) 1732 446 757
E: Natalie.harman@talkmediasales.co.uk

Matt Ryan
Advert Production Manager
T: +44 (0) 1732 446 755
E: Production@talkmediasales.co.uk

TO ADVERTISE YOUR PRODUCTS AND SERVICES IN OUR NEXT ISSUE PLEASE CALL NATALIE HARMAN

01732 445325

CATACLEAN®

HALFORDS RACING WITH CATACLEAN

MAKE YOUR CAR A WINNER

ADD CATACLEAN TO YOUR TANK TODAY AND HELP PASS YOUR MOT EMISSIONS TEST

PROUDLY MADE IN GREAT BRITAIN

cataclean.com